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Front Cover: Three AN locos, 705-BL31-931, haul No.9117 Adelaide goods up Beaufort Bank on Wed.2.3.88. (Bryce Leydon)

Opposite: G523 and AN's 967 provide an unusual locomotive combination on the Adelaide down *Overland* as it approaches Sleep Hill tunnel in the Adelaide Hills on Sun.3.1.88. The G class was attached at Dimboola following failure of S317. (John Dare)

A Better Melbourne - Sydney Service

RODERICK B SMITH

There has been an enthusiastic response from readers to the author's Adelaide and Mildura proposals (Jan.88 p.8). One reader submitted them to V/Line for consideration. This article adopts similar principles to provide a better service to Sydney, and explains in greater detail the rationale behind all three proposals. An outline of an earlier version of this scheme appeared in Jan.87 Railway Digest. *This version has allowed for changes since then: the introduction of motorail on the* Daylight, *and the slight increase in capacity provided on it, returning capacity to the levels of former years.*

SUMMARY

The current Melbourne - Sydney service is wasteful with equipment utilisation and does not meet the needs of passengers. As plans for XPT/HPT on this route are long term, or are unlikely to be realised, a better timetable could be run right now using existing practices.

CURRENT SERVICE

The present day service has a schedule unimproved since 1963. Equipment has been upgraded with refurbishing. Capacity varies from 2 first and 3 economy to 4 first and 4 economy carriages, with a typical load of MBY-PHN-SDS-BDS-ABS-OFS-SFE-SFS-HFZ (314 seats). The service still runs on only 6 days per week.

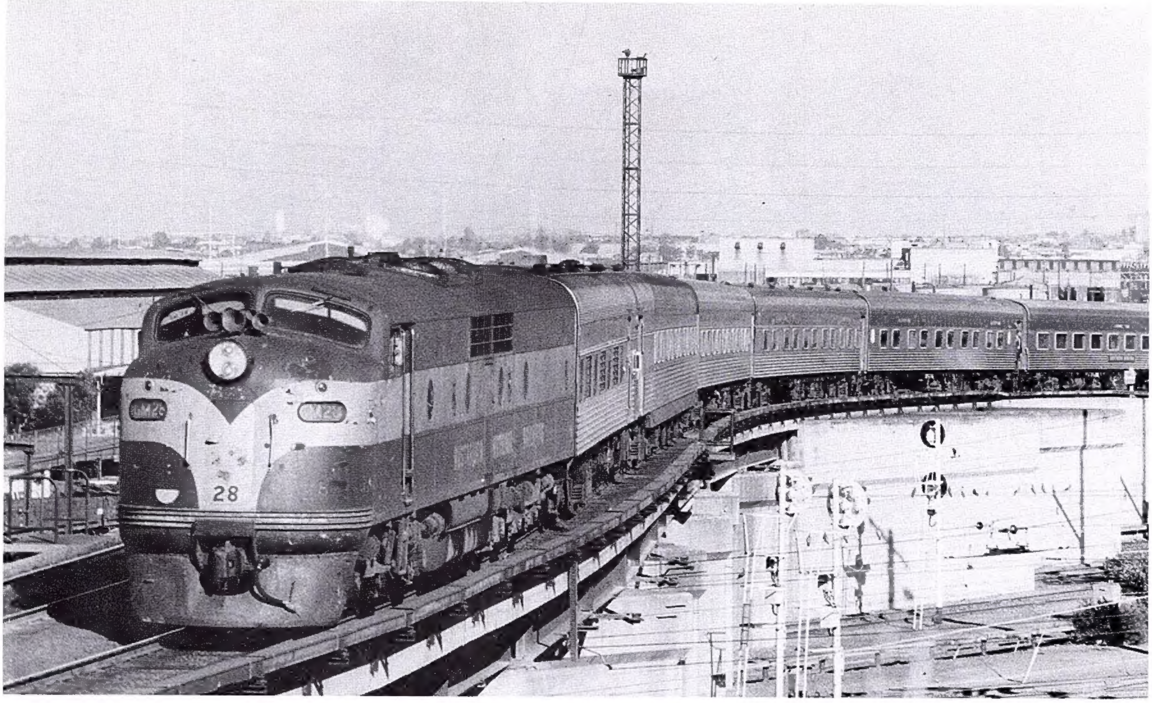
The present overnight service was put together as an interim arrangement to cut costs. It is wasteful of stock, and has made a significant cut in capacity compared to the two-train service which ran from 1962 to 1986. It also suffers from requiring two dining/buffet crews. Capacity varies from 6 sleepers, 1 first and 3 economy to 12 sleepers, 2 first and 6 economy when running two divisions. A typical load is MBY-PHN-NAM-LAN-DAM-BCS-RMS-LAN-NAM-LAN-VBK-VFX-VRS-3xVFK-MHN.

BACKGROUND

On the introduction of through sg services to Melbourne, the *Daylight* was provided with two sets by NSWGR, 4xSFS-RS-OBS-3xSBS-PHS. This provided 140 first-class and 230 second-class seats, and a mass of 450 t. It was hauled by a single S in Victoria (2.7 kW/t), and two 44s in NSW (4.0 kW/t). At the time there was a 60 mph (100 km/h) speed limit between Somerton and Wallan, and between Benalla and Glenrowan. The section from Albury to Junee was worked with electric staff. Spare equipment was drawn from the NSW statewide pool. Since then, NSW has rebuilt first-class cars with higher capacity, and has withdrawn cars from each set. Higher-power locos are used on these lighter sets; the Vic. track speed has been raised to 115 km/h throughout; NSW has installed CTC replacing electric staff. These improvements have not shown dividends in the timetable.

Southern Aurora was provided with 10 sleeping cars, brakevan, powervan, lounge and dining car. *Spirit of Progress* was provided with 3 sleeping cars, 2 first, 6 economy, brakevan, powervan and buffet car. Joint-stock cars were two-thirds NSW responsibility, and one-third VR. Spare equipment was: 5 sleeping cars, 1 first, 1 brakevan, 2 powervans, 1 lounge car, 1 dining car, 1 buffet car. Since then, VR-V/Line has taken back 3 sleeping cars, 2 first and 2 economy for bg use. The opening schedules of 13 hours for the *Aurora* and 14 hours for the *Spirit* were maintained for 24 years, despite track and loco improvements. After combination *SEx/MEx* was able to run with a greater load than the *Spirit,* make the same stops, and still trim 75 minutes from the schedule. As the southbound run after the September 87 bomb scare showed (Nov.87, p.340), an hour can be trimmed from this schedule when needed. The biggest fault of the combined train is the reduction in sleeping capacity: only 6 sleepers are

42214 waits in Chiltern Loop with the 08 15 up Albury goods as 42213 arrives on the down *Intercapital Daylight* on Fri.118.3.83. (John Dare)



GM28 crossing the North Melbourne flyover with the up *Southern Aurora,* 24.2.85. (Adrian Rynberk)

run in normal service, compared with 5-8 on the *Overland* and 8 on the NSW north coast route. As Brisbane and Adelaide are cities of only 1 million people, these routes are given three times the relative capacity.

SERVING THE CUSTOMERS

Since 1962, VR-V/Line has believed that passengers do not want to arrive in capital cities before 09 00. It has held this belief despite the steady loss of passengers to modes which do arrive earlier. The basis of this was a survey of passengers aboard *Southern Aurora.* They were satisfied with the time. VR should have surveyed people who were not on the *Aurora!* While 09 00 was an improvement on the bg *Spirit's* 11 00, it is no longer satisfactory in an era of increased competition. A 09 00 arrival is too late to connect with onward services, and too late for people to arrive and be at work. Most people in Melbourne start work at 08 30, often enough 1 hour from the city centre. Not everyone is on flexitime. It is worth noting the comparable arrival times in other capitals: *Indian Pacific/Trans Australian* arrives in Perth at 07 00; the *Overland* arrives in Adelaide at 08 05; the *Vinelander* arrives in Melbourne at 07 17; *Brisbane Limited* arrives in Sydney at 07 00; *Capricornian* arrives in Brisbane at 07 05.

Canberra lost its convenient through overnight service from Melbourne in 1974. The 1987 daytime bus service is only a part replacement, as it does not allow suitably for weekend travel – the time when most people do travel.

THE SOLUTION

Existing day and night equipment should be merged to form four nearly-identical sets, releasing some vehicles for other uses. Times should be rearranged to allow the day and night trains to interwork, giving better times for intercapital travel, for Melbourne - Canberra travel and for Riverina - Melbourne and Riverina - Sydney travel. In particular, the *Daylight* should run daily, and there should be two overnight trains every Friday and Sunday.

The four sets would be (from the Melbourne end):

2 sets: MBY-PHN-VFK-SFE-VFX-RMS-VBK (midweek overnight, weekend *Daylight)*

2 sets: MBY-PHN-VFK-SFE-OFS-RMS-BDS-SDS (midweek *Daylight,* weekend overnight)

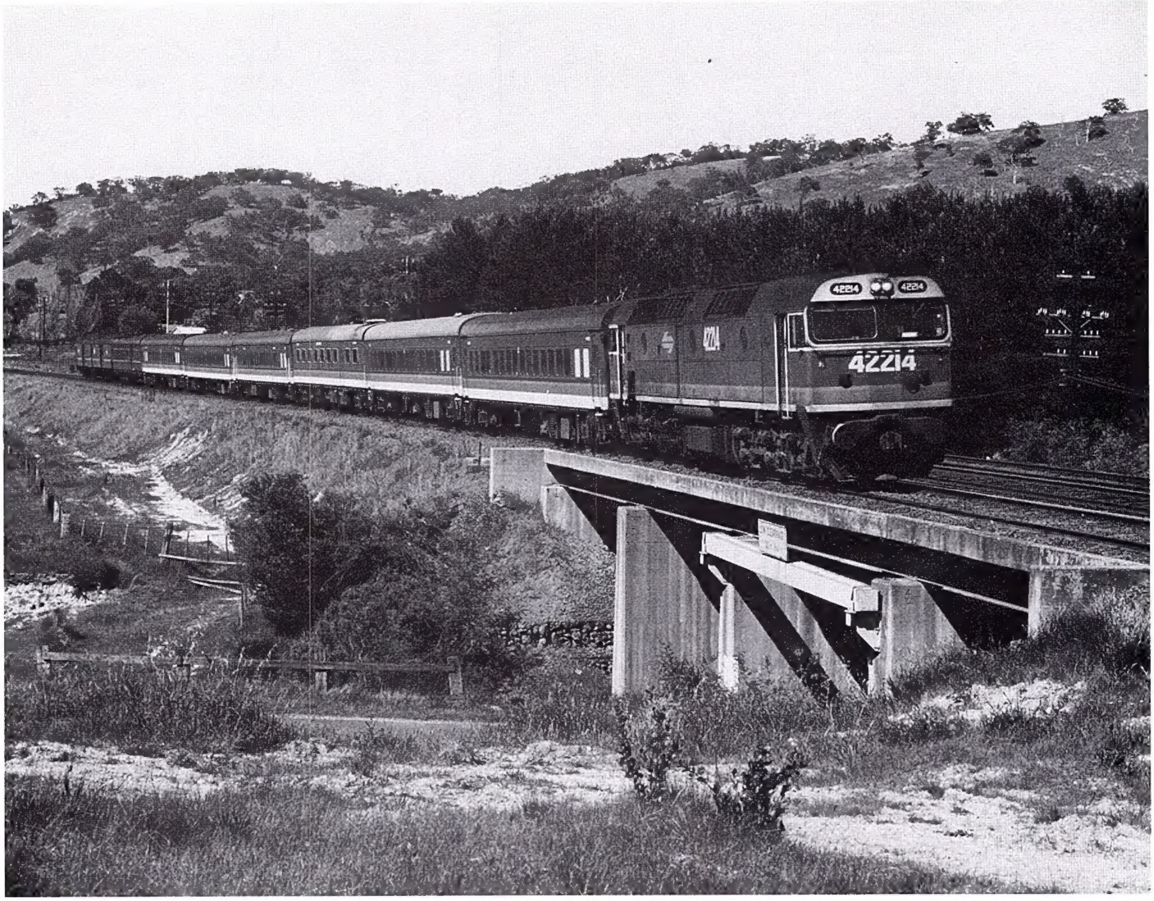
The southbound *ICD* would run with the brakevan at the front. Motorail would use the current practice of loading at the end of platform 1 at Spencer St, and shunting to a loading dock at Sydney. The VFK would be booked for non smoking; the SFE would be booked for smoking. By placing a full dining car in the sitting set, the quality of service on the *Daylight* would be improved. As there are only 3 RMS dining cars, the fourth set would use an ABS dining car. The spares pool would be 2 PHN, VFR, VBK, SDS, SFS, 2 FH, RS, VRS. This would release five of the present back-up cars to NSW; and 2 VFK, VFS, 2 VRS to Victoria – enough cars to form another bg set. To avoid a piecemeal appearance, all carriages should be painted V/Line orange on the west side, and SRA candy on the east side. This matches the nameboards on the lounge cars.

Sleeping cars would also be formed into four sets:

2 sets: NAM-LAN-DAM-BCS-LAN-NAM-LAN-MHN

2 sets: NAM-LAN-NAM-(LAN-NAM-LAN)-MHN

The long sets would run every night. The short sets would run on Fridays and Sundays, with a base load of three sleepers, but capable of running as 5 or 6. As there are only 3 MHN vans, one short set would use the



The down *Intercapital Daylight*, almost totally in candy colours, is hauled through Kilmore East by 42214 on Mon.14.10.85. (Rick Coles)

2 NAM, BCS. When the short sets run with 5 or 6 sleepers, the third BCS and a spare buffet should be used to provide lounge service in these sets.

Schedules:	Sun.-Sat.	Sun.-Fri.	Fri.-Sun.
Melbourne	09 00	18 00	22 10
Albury	12 35	22 00	02 10
Junee	14 30	23 50	04 00
Yass Jn	16 50	02 25	06 35
Sydney	21 00	06 45	10 55
Sydney	08 15	18 45	23 00
Yass Jn	12 30	23 10	03 25
Junee	14 55	01 45	06 00
Albury	16 45	03 35	07 50
Melbourne	20 15	07 30	11 45

On nights when two trains run the 07 30 arrival in Melbourne forms the 09 00 departure, and the 20 15 arrival forms the 22 10. The 06 45 arrival in Sydney forms the 08 15, and the 21 00 arrival forms the 23 00.

Extra traffic can be accommodated in three ways:

* Some sets can be increased by one carriage, taken from the spares pool. At holiday times all spare carriages would be used, giving each set 2 first and 4 economy.

* At holiday times, two night trains could run every night using no more equipment.

* A new move for V/Line would be to use a NAM sleeping car as a 30-seat sitting car on the *Daylight* at peak times. SRANSW, WAGR, CR/AN and QR have all used sleeping cars as sitting cars when required.

The proposed scheme provides a base weekly capacity of 1930 on the day train and 3200 on the night train, compared with the current 1880 and 2900. It provides a better distribution of capacity, and allows for rapid increases in capacity within the allocated resources. It does rely on running 16 trains each way per week, compared with the current 13 (and the previous 20). Compensation for this is provided by the reduction in dining car crews required: 32 instead of 40.

One advantage of using a dining car instead of a buffet is that patrons queueing for takeaways can do so in the corridor along the kitchen, and do not lean over people who are eating. However, it may prove useful to convert one of the two crew compartments to a takeaway facility only half the size of a V/Line BRN or BRS facility. Both the *Daylight* and *Spirit* had such a facility, but it was never used after 1974 (or earlier). One crew compartment is redundant, as the trains no longer carry a hostess, and RMS dining cars have their own crew compartment.

Refreshment service would be enhanced by adopting the former *Southern Aurora* policy of having the dining car open as soon as the train is docked. Likewise, the dining car should remain open until the train is 20 or 30 minutes from the terminus; stock should be counted after arrival.

Timetable benefits:

The *Daylight* should make stops at Seymour, Benalla and Wangaratta for the benefit of passengers from these stations travelling to NSW. While this is not critical northbound (the bg service precedes the *Daylight*), it is critical southbound.

The night trains should also stop at Seymour. This would encourage traffic between the military areas served by this route (Seymour, Albury, Wagga, Yass Jn for Canberra, Campbelltown for Liverpool).

The 18 00 path from Melbourne gives convenient times at the Riverina centres of Albury, Wagga, Junee (for Griffith connection) and Cootamundra. The 22 10 path from Melbourne gives a convenient overnight connection to Canberra, changing at Yass Jn at 06 35 and reaching Canberra before 08 00.

The 18 45 path from Sydney gives a convenient time at Yass Jn for Canberra - Melbourne traffic. The 23 00 path serves the Riverina cities at convenient times.

The altered services give better connections from Melbourne to the Banana Coast, particularly to Coffs Harbour. Until SRA changes its timetabling policy, there is not much improvement for Melbourne - Brisbane or Melbourne - Gold Coast traffic. The 06 45 arrival in Sydney also connects with *Central West XPT.*

The 07 30 arrival in Melbourne enables immediate onward connection to Gippsland, Warrnambool, Adelaide and Bendigo. It would also enable Geelong people to arrive at North Shore at 08 45 (or Geelong at 09 12) — a big improvement over the current 11 00 arrival.

APPENDIX 1

The following log was recorded on 26.12.1974, on the relief *Daylight,* 44201-2xBS-3xFS-VFW-MHO. It left Albury late, and had the incentive to make up time, but then eased off as the schedule was regained.

Station	Time	Average Speed (km/h)
Albury	12 07	
Culcairn	12 37-38	98
Yerong Creek	12 57-13 02	101
The Rock	13 14½-15	72
Wagga	13 34½-35	89
Junee	14 03-11	66
Cootamundra	14 55½-56	76
Harden	15 28½-30	81
Yass Jn	16 22½-24½	78
Goulburn	17 42½-18 03	72
Moss Vale	19 02½-03	80
Campbelltown	20 13½	91
Strathfield	20 52½-55	62
Sydney	21 07	55

8173 nears Wandong with the *Melbourne Express* on Fri. 2.1.87. (John Dare)

The running time was 8 hours 17 minutes. Clearly an overall schedule of 8½ hours, including stops, is realistic.

APPENDIX 2

The following log was recorded on the southbound *Daylight* on Fri.22.6.1973, X31-SFS-SFR-SFS-RS-OBS-2xSBS-PHS. It left late, giving the incentive to run well.

Station	Time	Average Speed (km/h)
Albury	17 06½	
Wodonga Loop	17 16	51
Chiltern Loop	17 31	108
Alumatta Loop	17 53	106
Glenrowan Loop	18 01½	106
Benalla Loop	18 13½	110
Violet Town Loop	18 27	107
Longwood Loop	18 44½	117
Seymour Loop	19 04	114
Tallarook Loop	19 12	83
Broadford Loop	19 19	75
Wallan Loop	19 39½	105
Donnybrook Loop	19 46½	111
Somerton Loop	19 53	102
Tullamarine Loop	19 58½	109
McIntyre Loop	20 03	107
Sunshine Loop	20 06½	85
West Footscray Jn	20 09½	100
Spencer St	20 21½	30

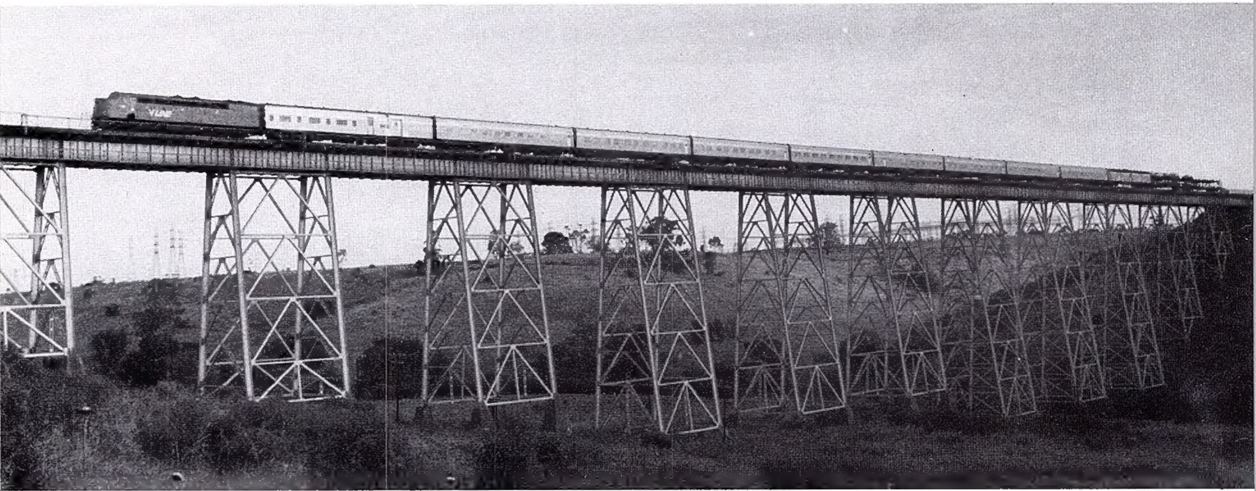
This gave a running time of 3 hours 15 minutes (scheduled 3 hours 32 minutes). I have other logs of 3 hours 15½ minutes with X31-S313 on 8 vehicles; 3 hours 24½ minutes with X38 on 8 vehicles; and 3 hours 26½ minutes with X32 on 9 vehicles. Three hours 15 minutes is a reasonable allowance for an express; 3 hours 25 minutes with 3 stops. V/Line should be planning to stop at Seymour, Benalla and Wangaratta, but to eliminate the Sunshine stop by accelerating the *Overland* to arrive much earlier.

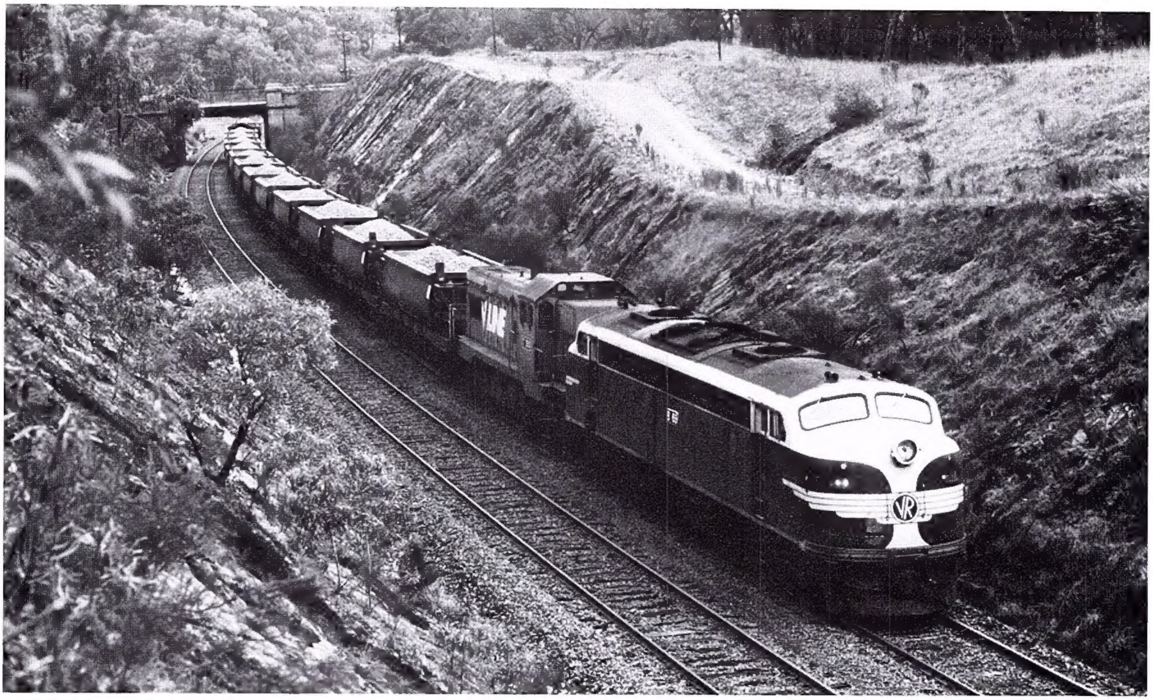
APPENDIX 3

The carriage codes used in this article are:

VBK: VR first-class saloon, 56 seats
VFK: VR economy saloon, 64 seats
VRS: VR buffet, 27 seats
VFS: VR economy compartment carriage, 64 seats
VFX: VR economy compartment carriage with two compartments for train crew, 48 seats
VFR: VR economy compartment carriage with one compartment for auxiliary buffet, 56 seats
VHN: VR steel brakevan
SBS: NSW first-class saloon with one compartment, 37 seats
OBS: NSW first-class saloon with two crew compartments, 25 seats
SFS: NSW economy saloon with one compartment, 57 seats
OFS: NSW economy saloon with two crew compartments, 41 seats
SDS: NSW first-class saloon, 60 seats
BDS: NSW first-class saloon, 48 seats
HFZ: NSW economy saloon with brakevan section, 36 seats
FH: NSW economy saloon with either 54 or 60 seats
RS: NSW buffet, 27 seats
ABS: NSW diner, 48 seats
PHS: NSW power brakevan
MBY: NSW motorail wagon
NAM: joint-stock twinette sleeper, 20 berths
DAM: joint-stock twinette sleeper with deluxe and family compartments, 18 berths
LAN: joint-stock roomette sleeper, 20 berths
RMS: joint-stock diner, 48 seats
BCS: joint-stock lounge
PHN: joint-stock power brakevan
MHN: joint-stock brakevan
SFE: NSW economy saloon, 72 seats
SFR: NSW economy saloon with auxiliary buffet, 49 seats
BS: NSW nonairconditioned first-class compartment carriage, 42 seats
FS: NSW nonairconditioned economy compartment carriage, 64 seats
VFW: VR nonairconditioned economy compartment carriage, 64 seats
MHO: NSW brakevan

S301 crosses Maribyrnong River viaduct with the up *Southern Aurora* on Sat.8.2.86. (John Dare)

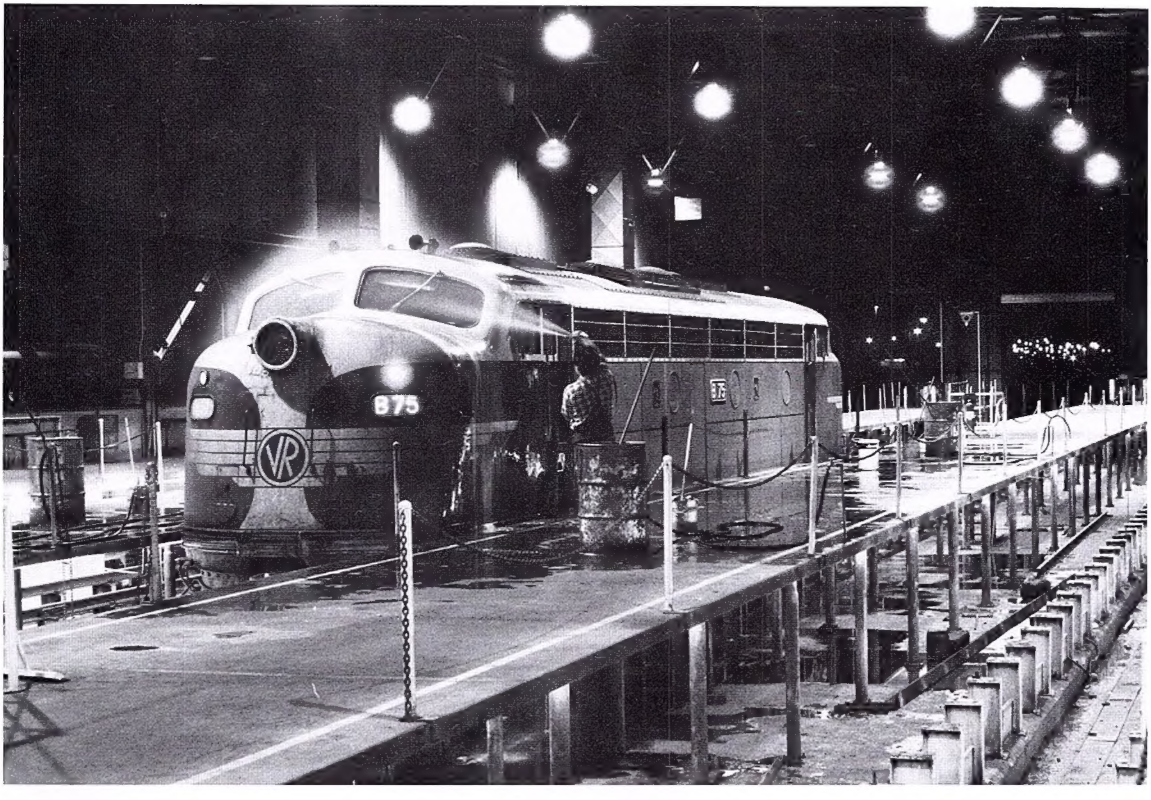




BLUE B CLASS

Above: B65-T350 on a Carisbrook to Tottenham Yard ballast special, climbs up grade towards Elphingstone Tunnel at 10 55 on Sat.8.2.86. (John Dare)

B75 has its windows washed at Dynon. 03 40, Wed.9.3.88. (Gavin McLaughlan)



Melbourne Underground Rail Loop Wins Engineering Excellence Award

Each year, the nine divisions of the Institution of Engineers, Australia present Engineering Excellence Awards on a regional basis. To mark Australia's Bicentenary, the Institution organised its first National Engineering Excellence Awards. The best entries for the 1987 regional awards were considered on a national basis in one of these six categories:

* engineering products
* manufacturing facilities
* building and civil design
* engineering reports and systems
* public works
* resource development

The Melbourne Underground Rail Loop project was judged to be the national winner of the building and civil design category. This category comprised engineering projects in buildings and sites whose use is directed essentially to human use other than industrial in which engineering has an important influence on the finished work. The special issue of *Engineers Australia* which presented the national award winners, carried the following report on the rail loop project.

'A shining example of the contribution excellent engineering can make to the country's wealth,' were some of the words the judges had for the Melbourne underground railway loop project.

Declaring the project the national winner in the building and civil design category, the judges said it ranks very highly with Australia's major civil engineering achievements.

They said the project has achieved all of its objectives with construction of a very high quality incorporating many innovative features.

Award certificates have been given to the Metropolitan Transit Authority of Victoria) and to each member of the Connell Consortium, comprising John

The then Minister of Transport, Vernon Wilcox, operates the mechanical digger to turn the first sod for the Melbourne Underground Loop on 22.6.71 on the up side of Flinders St 'E' Box. (Ian Harvey)

During construction of Flagstaff station, a cross-cut gallery connecting temporary drives. (ARHS Archives)

Connell & Associates, Mott Hay & Anderson of Britain, Hatch Associates of Canada, and Jacobs Associates of the US.

The Consortium prepared a pre-design report for the project and was subsequently appointed principal consultant for the design and supervision of the works.

The new $500 million loop was built because Melbourne's older city terminals were heavily overcrowded and failing to accommodate the transport needs of the growing central business district.

It was brought into service progressively between 1978 and 1985 and involved the construction of 4 single-track tunnels of a total length of 13 km, 3 underground stations and a 2-track viaduct.

All the work had to be done in a way that caused minimum disruption to existing rail services, road users and building occupants, and avoiding noise and vibration.

It included many Australian milestones in tunnelling and excavation techniques, as well as original research and developing new machinery.

To keep the 4 tunnels generally within road reserves and away from buildings, a paired two-over-two tunnel configuration was adopted.

Excavation by blasting was excluded wherever possible to preserve the integrity of the rock around the tunnels and to avoid noise and vibration. A new method of excavation was required and after an extensive study road-header excavating machines were used. It was the first use of these machines in civil engineering.

A primary ground support system was designed, which controlled the relaxation of the rock around the tunnels and maintained the integrity of the rock pillars between tunnels. This involved pioneering the use of 'shotcrete', including production methods, quality control and safety.

Tunnel excavation sequence design and lining proposals were developed using finite element design theory, to predict the performance of rock pillars between tunnels and the total rock stress patterns around the tunnel group.

Also notable was the research and development of a unique acoustic treatment of tunnels using mineral fibre, encapsulated in metal 'pods'.

An innovative method was adopted for the construction of Flagstaff Station, taking into account the peculiar geological structure of the area. At each of the 2 levels—arch springline and station foundations—drafts were excavated along each corner of each of the 2 station chambers. The next step was to 'raise-bore' a total of 228 1 m-diameter shafts at 3 m centres along each of the 4 parallel station walls, connecting the top and bottom drifts.

These shafts were progressively concreted to form a permanent reinforced concrete 'skeleton' for each station chamber.

Then the arch of the chamber was the excavated and concreted.

Museum Station was built 'cut-and-cover'. The contractor and the consultant jointly developed the use of epoxy mortar and concrete to ensure that high loads were transmitted evenly over large bearing surfaces.

Innovative construction methods were also used to build Parliament Station. The side-by-side platform tunnels with the escalator and concourse tunnels between left a pillar of rock which was too narrow to cope with the imposed stresses. This required replacing rock with concrete. To enable constructing the pillars ahead of the main tunnel excavation, a tunnel just big enough to build the pillar was excavated. As the main tunnels were excavated on each side of the pillar, the primary steel supports were landed directly onto the prepared pillars.

A significant engineering problem was posed by the vertical transportation of the peak hour flow of passengers, estimated at about 30,000/hour. This required the provision of 21 escalators, which were designed for a normal operating speed of 45 m/min.

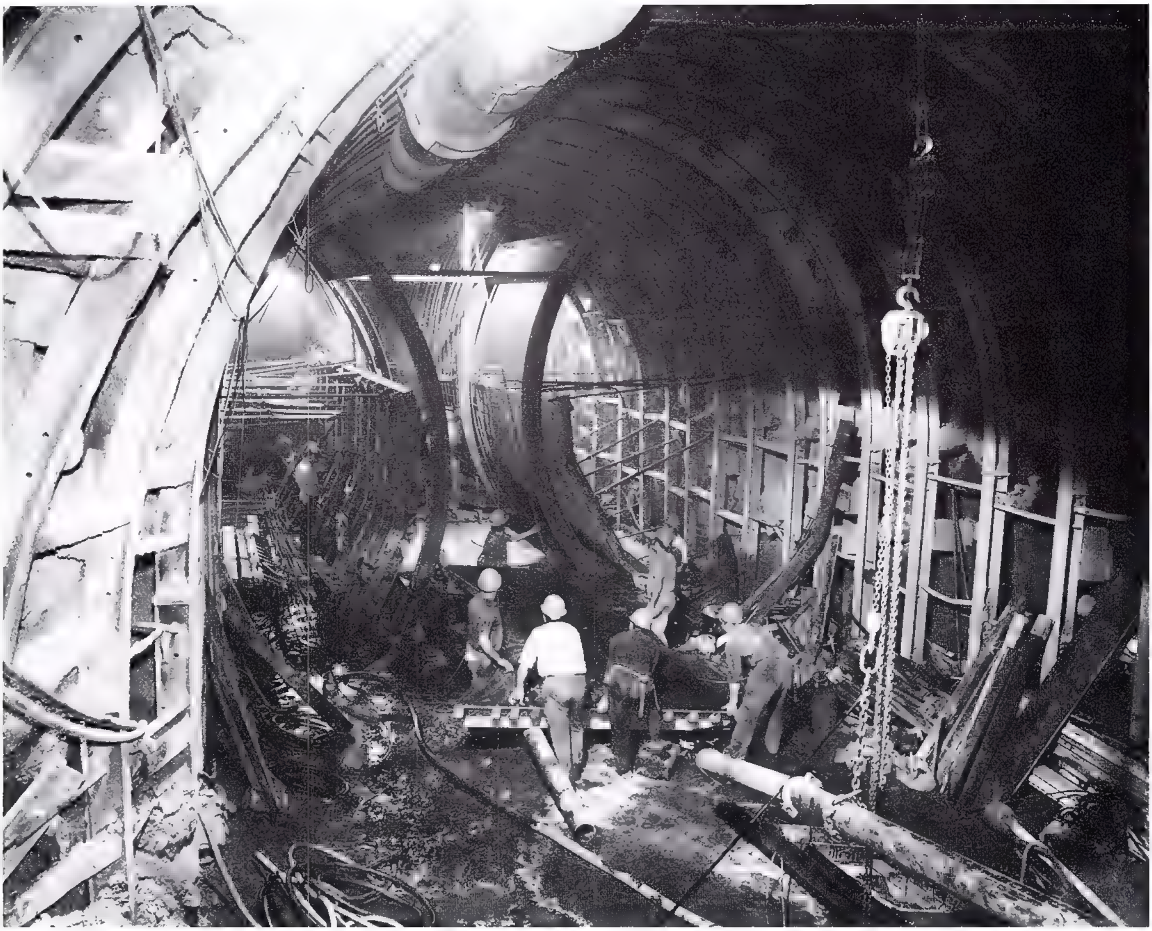
The electronic control and management system for the trains includes an advanced $10 million computer-based train describer system, which is the largest of its kind in the world.

About 20 technical papers on various engineering aspects of the underground loop have been presented at national and international engineering conferences and each has been acknowledged as a significant contribution to engineering knowledge.'

The rail loop project was selected ahead of 23 other projects nominated in its category. One other project in that category was the ventilation system for Adelaide railway station. A part of the Adelaide Station and Environs Redevelopment (ASER) project, it is required to remove the exhaust fumes of the diesel railcars.

Other railway projects were also prominent in the awards. Entries in the engineering products category included Sydney's Tangara train project, the SRANSW 8650 class tribo (Bo-Bo-Bo) electric locomotive and the modernisation of Mt Newman Mining Company's locomotive fleet. The public works category had entries which included the upgrading of the Unanderra - Moss Vale (NSW) railway line, the Princes Highway rail overbridge at Unanderra, the repair of the Stanwell Park Viaduct (NSW), the Illawarra electrification project, between Waterfall and Port Kembla (NSW), the construction of a railway tunnel beneath a traffic roundabout at Beenleigh (Qld) and the monorail at Sea World (Qld). The winner of the public works category was Adelaide's O-Bahn guided busway project which could be considered to be a distant cousin to a railway.

Formwork for concrete filler wll between the platform tunnel and the escalator concourse for Parliament station. (ARHS Archives)



50 Years of Writing about Railways

ATC

The trouble with big celebrations like the Bicentennial with its Austeam-88 festivities (to say nothing of the visit by the *Flying Scotsman*) is that they overshadow other not so obvious but none the less significant anniversaries. One of these of interest to *Newsrail* readers is that 1988 marks 50 years of writing by one of its most consistent contributors, Jack McLean.

In 1938 opportunities were limited for budding writers of railway material. Even more so if the articles dealt with subjects like safeworking, signalling and time tables. For one thing the readership base was tiny. At the most there would not have been more than 20 fans in Melbourne interested in full-size railway practice, and of these, only about half were prepared to stand and be counted. Another handicap was the lack of suitable journals.

Fortunately there was one Melbourne periodical happy to publish items describing the local railway scene. This was *The Coupling* produced by the Victorian Model Railway Society (VMRS). Within the VMRS membership a small group of modellers was making a determined effort to model Victorian Railways practice. Again this was not easy in the 1930s. Apart from *The Coupling* no information was published pertaining to the local prototype. This paucity of local material contrasted dramatically with the range of overseas magazines on sale, every issue crammed with plans and helpful hints on how to model UK and North American practice. Because of the modellers' interest in the local scene, considerable discussion about Victorian Railway's equipment and operations took place at VMRS meetings. The full-size fans joined the Society and contributed freely to this exchange of information.

Jack was one of these members (along with a number of other well known, and now ageing enthusiasts). In July 1938 he wrote to the editor of *The Coupling* pointing out that as a large percentage of the VMRS membership followed full-size practice, there should be more material published relating to this subject. The response had a familiar ring. If people produced the material *The Coupling* would publish it. Jack got the message.

It was the custom in *The Coupling* for contributors to use pseudonyms so Jack's Letter to the Editor was signed under the not surprising *nom de plume* of ELECTRIC STAFF. The following month came another letter from ELECTRIC STAFF adding pertinent information relevant to an earlier article in *The Coupling*. This was the first of many letters Jack would write to editors of journals throughout the world adding vital information, or bringing attention, to errors in previously published material.

In September 1938 *The Coupling* published the first complete article submitted by ELECTRIC STAFF, a small piece pointing out an intriguing quirk he had discovered in the safeworking practices of the old Victorian Railways. At the time the driver of a train leaving Traralgon on the Maffra line (according to the circumstances) could proceed on one of several different authorities. This article was subsequently rewritten and submitted to the London-based authoritative journal, *The Railway Gazette*. It was accepted and Jack received the princely sum of one guinea, that is one pound one shilling in the pre-decimal currency. It was the weekly wage rate for a 17 year old junior clerk in 1938 whose equivalent pay today is in the region of $200. Many professional writers in 1988 would be happy to receive $200 for 350 words.

Two months later a second article appeared under the authorship of ELECTRIC STAFF describing another fascinating example of railway operating practice in Victoria—the working of the Altona line on days when trains were run to the now defunct Williamstown Racecourse. Also published in the same issue was a diagram of the track layout serving the racecourse copied from a litho acquired from some friends at Flinders Street station. This was the first litho in Jack's collection which now numbers about 1200 plans. Jack is understandably proud of his contribution.

Soon after the article was published Jack was able to visit the site on a race day and submitted some extra information which appeared in the January issue under the pseudonym PILOTMAN. There was a reason for this change of identity. Because there were so few contributors to *The Coupling* it was considered unwise to have the same names appearing regularly issue after issue.

Some idea of the difficulties facing young railway enthusiasts during the 1930s is illustrated by the fact that Jack's friend John Sinnatt was unable to join the inspection party at Williamstown. He was a boarder at Caulfield Grammar School and the housemaster refused the necessary permission. Grammar schools didn't like their students to be seen hanging about racecourses on Saturday afternoons.

Another contribution can be found in the January 1939 issue of *The Coupling*. This was a small piece describing the use of Hand Plunger Locking at non-interlocked crossing and terminal stations. The author is given as AGNE. Yes, you have guessed it. AGNE was another pseudonym for Jack McLean.

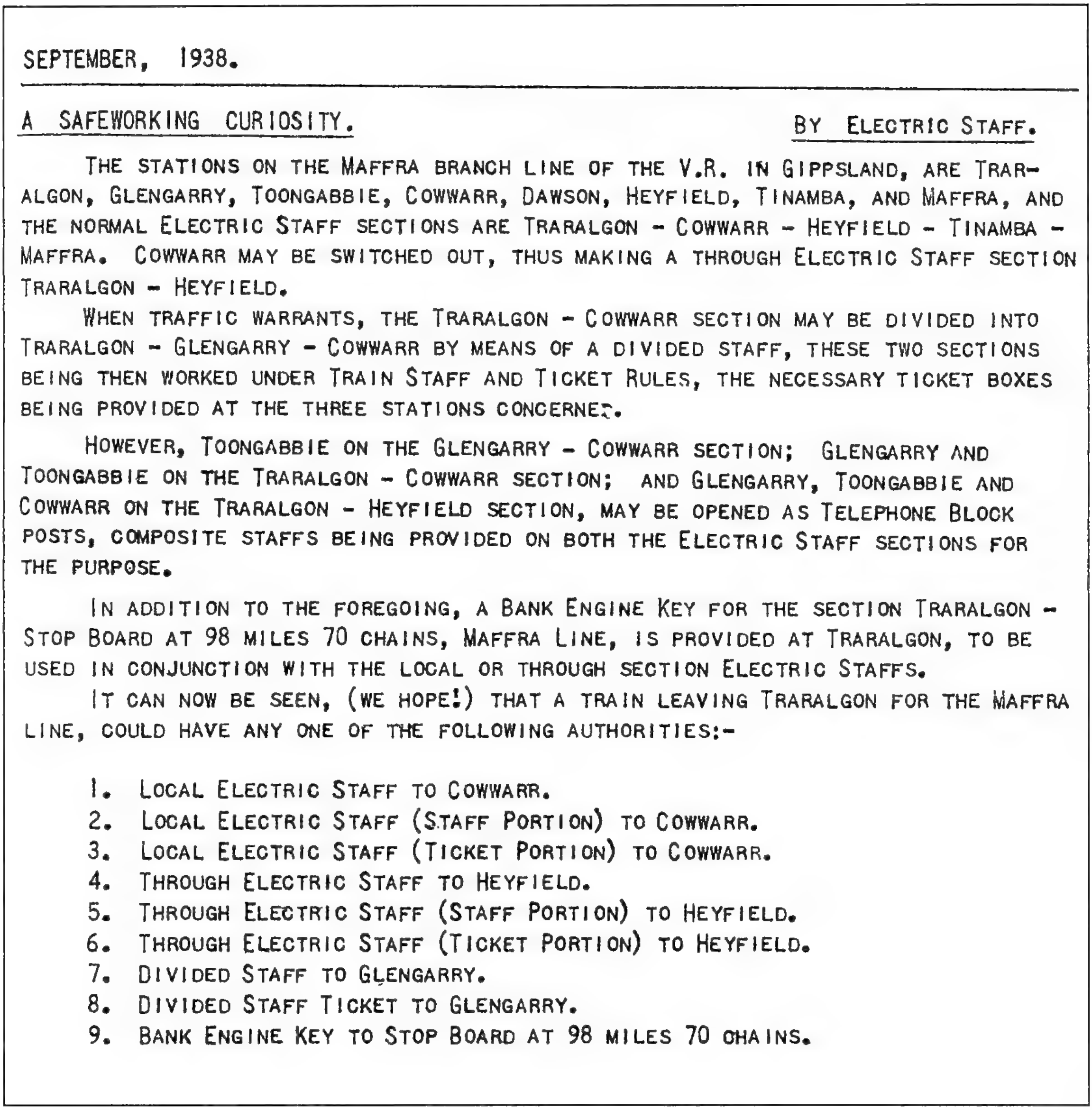
Jack's *piece de resistance* in his first year of writing was South-Eastern Symphony published in May 1939. This was a descriptive work detailing the procedures involved in crossing three trains at Lang Lang at night. The article recounts with impeccable accuracy the sequence of actions required of each participant in the crossing process — Station Master, Operating Porter, Drivers, Firemen and Guards. But it does more. It describes the sights and sounds which accompanied this now seemingly labour-intensive process. The sounds are particularly evocative belonging to a rapidly vanishing era — chime whistles, the 'hame teem' of engine air compressors, block bell signals and the rattle of electric staffs passing through the instruments.

The piece was inspired by a similar story about the Canadian Pacific Railway in the Rockies. In retrospect Jack wonders about the connection between the grandeur of the Rockies and the less dramatic topography which is Lang Lang.

That was nearly 50 years ago. Since 1939 there has been a war which took Jack to North America and the United Kingdom where very little he observed or experienced escaped entry in his notebooks. The full extent of his railway writings is hard to tally but it is in excess of 100 articles published in model, full-size railway and other journals. These have been as diverse as Time Table Collector Magazine in the US and the Galloway Gazette in south-west Scotland.

Jack's first article has been reproduced as it appeared in *The Coupling* 50 years ago this month. The other articles of his first year of writing are reprinted below.

How many more contributions will come from his restless pen? Who knows? But one thing is certain. *Newsrail* readers have not seen the last of the credit line . . . "Jack McLean."



SEPTEMBER, 1938.

A SAFEWORKING CURIOSITY. By Electric Staff.

The stations on the Maffra branch line of the V.R. in Gippsland, are Traralgon, Glengarry, Toongabbie, Cowwarr, Dawson, Heyfield, Tinamba, and Maffra, and the normal Electric Staff sections are Traralgon - Cowwarr - Heyfield - Tinamba - Maffra. Cowwarr may be switched out, thus making a through Electric Staff section Traralgon - Heyfield.

When traffic warrants, the Traralgon - Cowwarr section may be divided into Traralgon - Glengarry - Cowwarr by means of a divided staff, these two sections being then worked under Train Staff and Ticket Rules, the necessary ticket boxes being provided at the three stations concerned.

However, Toongabbie on the Glengarry - Cowwarr section; Glengarry and Toongabbie on the Traralgon - Cowwarr section; and Glengarry, Toongabbie and Cowwarr on the Traralgon - Heyfield section, may be opened as Telephone Block posts, composite staffs being provided on both the Electric Staff sections for the purpose.

In addition to the foregoing, a Bank Engine Key for the section Traralgon - Stop Board at 98 miles 70 chains, Maffra Line, is provided at Traralgon, to be used in conjunction with the local or through section Electric Staffs.

It can now be seen, (we hope!) that a train leaving Traralgon for the Maffra line, could have any one of the following authorities:-

1. Local Electric Staff to Cowwarr.
2. Local Electric Staff (Staff Portion) to Cowwarr.
3. Local Electric Staff (Ticket Portion) to Cowwarr.
4. Through Electric Staff to Heyfield.
5. Through Electric Staff (Staff Portion) to Heyfield.
6. Through Electric Staff (Ticket Portion) to Heyfield.
7. Divided Staff to Glengarry.
8. Divided Staff Ticket to Glengarry.
9. Bank Engine Key to Stop Board at 98 miles 70 chains.

THE COUPLING, NOVEMBER 1938

THE ALTONA LINE, VICTORIAN RAILWAYS

By Electric Staff

This line is interesting to students of Safeworking, in that on days when Race Meetings are held at the Williamstown Racecourse, a rather unusual system of working is adopted.

The stations on the line are: Newport South Junction ("B" Box); Levers "A", "B", and "C"; Williamstown Racecourse Box; Seaholme (which is No-One-In-Charge station); and Altona, the terminus. Seaholme and Altona are the only passenger platforms on the line.

Normally, the line is worked as a single section with an ordinary Train Staff, without the use of Tickets. However, on Race days, this Staff is withdrawn, and two temporary staffs (with the necessary ticket boxes) are brought into use for the sections South Junction to Racecourse Box, and Racecourse Box to Altona.

Because of the extreme length of the first section and the frequent service of trains required for the Race traffic, the Staff section is divided into four "Visual Block" Sections, by the opening of Levers "A", "B", and "C".

These are small huts at the side of the track, and each is equipped with an up and down "Home" signal. Before allowing a train to proceed into any one of these sections, the signalman controlling the entrance to such section must first SEE that the previous train has cleared the "Home" signal in advance.

In case of fog, Absolute Block Working must be brought into operation the necessary Block Instruments being provided at South Junction, Levers "B"; and Racecourse Box.

The Racecourse platform is not situated on the Altona track, but is located on a series of leads off the main line. However, when the layout was signalled, the Racecourse tracks were regarded as the main line, and the Altona branch was used principally for coal traffic and thereby regarded only as a siding. Hence it is now most amusing to see that the present day "main" line to Altona is signalled with discs, whereas the Racecourse platform tracks are signalled with proper arms. All the signals concerned, together with those at Levers "A", "B", "C", are normally crossed and out of use. Note. See "Prototype Layout" this issue.

It is also interesting to note that this is the last of the Racecourse Lines in this State to still work with "Visual Block" Sections, and that it is one of the very few lines in Victoria where Block Instruments are provided for use over a Staff and Ticket Section.

THE COUPLING, MAY 1939

SOUTH-EASTERN SYMPHONY

By "Electric Staff"

A soft southerly breeze steals gently through the needles of the gaunt pines which cluster round the station yard. The sun, gradually sinking behind distant western hills, casts an eerie reddish glow on the scene. All is quiet . . . Lang Lang station drowses . . .

Presently is heard an Al's [sic] loud and blatant chime, No.15 Down Roadside Goods to Nyora, challenging the stick. Lang Lang station awakes!! The Operating Porter emerges from the office and runs along platform and track to the up facing points. Deftly removing the plunger he reverses the points, pulls over the stick and waves a green light at the driver to pull into No.2 road; waiting to release the points and reset the plunger when the van passes. By the time he gets back to the platform, the train has come to a stand, and the fireman walks over to hand him the staff (a large type), which he takes into the office.

With a familiar metallic rattle the Station Master puts the staff into the block instruments, and gives three bells — "Train Arrival" — to Koo-wee-rup, which code the latter repeats back. The driver of the Al[sic], after the fireman has uncoupled, proceeds to set out an IB and a U, which clank against some other trucks in No.4. After coupling up, the driver is almost ready to start when the S.M. comes from his office calling — "Hey, you'd better get into No.3 — the Passengers are going to cross here!" He retires, and shortly is heard the "three-pause-one" indicating that a staff is wanted at Nyora for the Up Passenger — W8 from Wonthaggi.

Muttering his private opinion of "Train Control" the fireman climbs down, leaving the driver to take his train ahead. When the van has been drawn clear the fireman reverses the points and the guard, waving his white light sideways, signals the driver to back. Soon after the Goods is clear in No.3 and the fireman goes to the front and "reds" his left marker light. "Two consecutively" is heard from Nyora as the Passenger leaves, just before "three-pause-one" comes from Koo-wee-rup for No.17 down Passenger to Leongatha.

With a suddenness, the more apparent because of the previous quiet, which was broken only occasionally by the "hame teem" of the Al [sic] in No.3, the D3 on W8 comes into sight around a curve and pulls into the platform at the regulation 15 m.p.h. to deliver the staff. A few passengers climb aboard, the guard loads some mails, and then, in response to his lamp signal, the driver pushes his load of five cars and van back along the main, till he clears the points. The O.P. who rode in the cab now attends the points and signals him on with a green light. Hardly has he cleared, and the fireman "redded" his right marker, when an A2 on the Down Passenger with a long, deep-throated chime, challenges the "Home". The busy O.P., returning from the points, reaches the signal lever in time to pull it off, and renewed steaming indicates that the driver has seen it. The S.M. who has received the Nyora staff from the fireman of W8, and inserted it in the block instrument gives "Train Arrival". Then after the usual procedure he withdraws another staff. He carries this to the platform where, drawing into the station at 15 m.p.h. the driver of No.17 exchanges another for it. Stopping just long enough to allow three passengers to alight and unload the evening papers, then in response to the green from the guard, the driver "chimes", and in a few minutes three red lights disappear around the curve.

The Station Master gives "two" to Nyora, which are repeated, inserts the Koo-wee-rup staff, gives him three beats, which are acknowledged, then one, the bell dongs once, then "three-pause-one", again repeated, and extracts another staff for W8.

The Operating Porter takes this across to the driver of the Up Passenger and then operates the points. W8's fireman returns his right marker to show white and in response to the O.P's green lamp, the D3 "chimes" and, slowly moving across the points continues on its way to Melbourne. In about 10 minutes "Train Arrival" is advised by Nyora. This is repeated and followed by "One-pause-four" ("Is line clear for Goods?") After the usual procedure, a staff is extracted and handed to the fireman of the Al by the O.P., who again operates the points. The S.M. gives "two" to Nyora whose repetition is heard as No.15 Goods passes out of sight round the curve.

The soft southerly breeze gently stirs the needles of those gaunt pines. The moon, gradually rising in the east, casts a silvery glitter over the surrounding country. All is quiet once more . . . Lang Lang Station sleeps . . .

THE COUPLING, JANUARY 1939

HAND PLUNGER LOCKING AT NON-INTERLOCKED CROSSING AND TERMINAL STATIONS

By "Agne"

At a large number of crossing and terminal stations of the V.R. on lines worked under Electric Staff, Electric Tablet, or Train Staff and Ticket Rules, the frequency of traffic does not warrant the expense which would be involved in installing an interlocking frame.

However it will be appreciated that some means must be provided to allow trains to cross each other in safety, or to protect a train which may be shunting at such a station, also it is necessary to prevent the home signals being cleared unless the facing points are correctly set.

Such stations are provided with an arrangement known as "Hand Plunger Locking". The apparatus consists of the essential plunger, which when in normal position is inserted through the point blade tie bar in such a way as to hold the points set for the straight road. The point blades and one end of the bell crank attached to the plunger are separately rodded to the detector, which is so arranged that the home signal may only be cleared from the lever on the platform when the points are set for the straight (or normal "through") road, and the plunger inserted in the tie bar. This ensures that the points cannot be altered after the signal has been cleared for a train.

In the event of a train requiring to be turned direct into loop road, the Officer in Charge must proceed to the points, withdraw the plunger, reverse the points and then pull off the home signal from the lever provided adjacent to the points for the purpose, after which he must hold the point lever for the train to pass onto the loop. The regulations provide that a train must be brought nearly to a stand before the home signal is cleared, and only a very low rate of speed is allowed through facing points held by hand.

If any of our Melbourne readers are interested in the above arrangement they may inspect the following, which are the nearest to the City:

Under Electric Tablet Rules — Brooklyn "A" on the Newport - Sunshine loop.

Under Electric Staff Rules — Macleod or Mount Evelyn.

Under Staff and Ticket Rules — Glen Waverley or Belgrave.

There are various minor modifications to the above, mainly in point of modernity of equipment, e.g., the older types of plungers are usually found in the centre of the track, whereas the latest installations are frequently placed outside the track, the principle in each case is however, the same.

THE COUPLING, JANUARY 1939

ALTONA - WILLIAMSTOWN RACECOURSE LINE, VICTORIAN RAILWAYS

By Pilotman

After reading the very interesting article on the above line by Electric Staff in the November issue of *The Coupling* I paid a visit to the location on the occasion of a Race meeting at the Williamstown Racecourse and the following interesting facts emerged therefrom . . .

It appears that the Block instruments at Newport South Junction Box, Levers "B" and Racecourse Box were installed about 1885 [the 1885 date was incorrect information given by the Inspector that day. The block instruments were installed circa 1911 — Editor], but that they have only been used on one occasion as far as is known, that was in 1936.

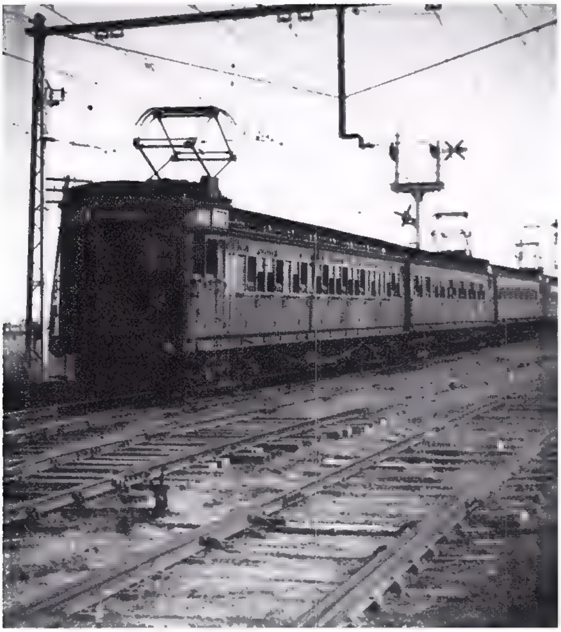
These instruments are of a very old pattern having the switch handle on the left hand side of the instrument, those at Newport South Junction and Levers "B" having the usual bell key in front, while the one at Racecourse Box has a plunger to operate the Bell circuit.

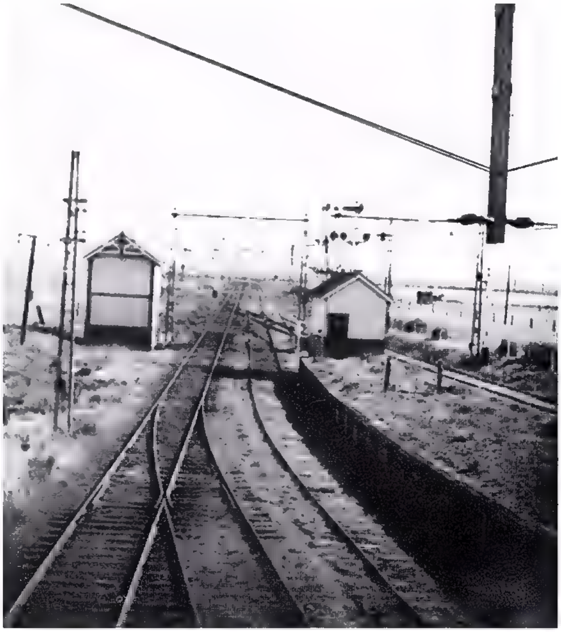
The temporary staffs mentioned in the previous article are distinguishable from the ordinary staffs by a symbol attached to the name end, this is a ring for the up section and a triangle for the down, the section names are repeated upon these symbols, and the word "Temporary" is very prominent.

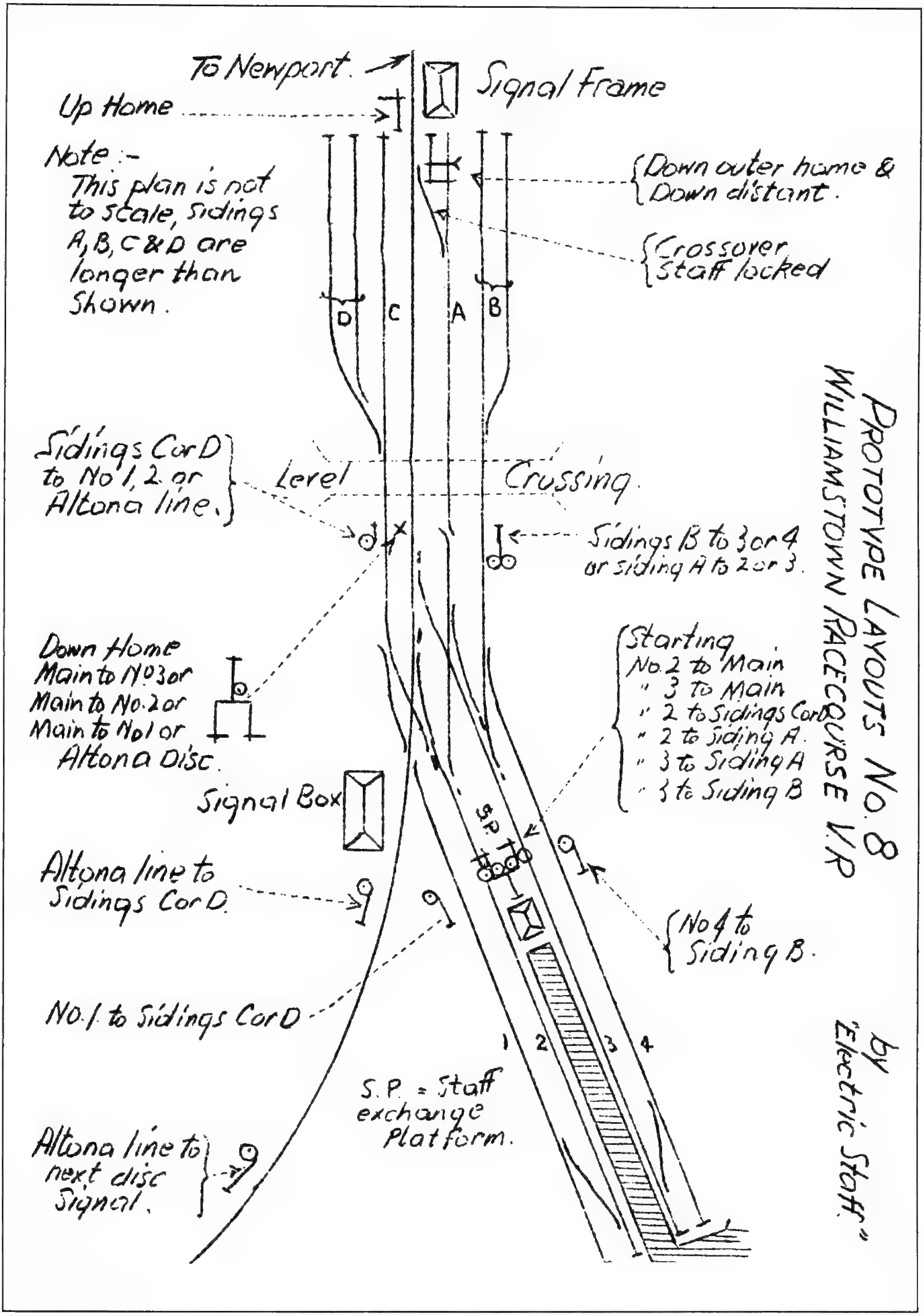
It was rather amusing to see the assisting Signalman, who took charge of all Staff and Ticket working at the Racecourse Platform, with a sheaf of at one time 12 Tickets, and the "up" staff tucked under his arm.

Below left: A Race Train negotiates the point work at Williamstown Racecourse platform during the late 1940s.

Below right: Williamstown Racecourse Station. The island platform is on the right with the signalbox and the line to Altona on the left. Circa 1948 (Both photos Jack McLean)







PROTOTYPE LAYOUTS No. 8 WILLIAMSTOWN RACECOURSE V.R

by "Electric Staff"

Note :- This plan is not to scale, Sidings A, B, C & D are longer than Shown.

S.P. = Staff exchange Platform.

To Newport.
Signal Frame
Up Home
Down outer home & Down distant.
Crossover Staff locked
D
C
A
B
Sidings C or D to No 1, 2 or Altona line.
Level Crossing.
Sidings B to 3 or 4 or siding A to 2 or 3.
Down Home Main to No 3 or Main to No. 2 or Main to No 1 or Altona Disc.
Starting No. 2 to Main " 3 to Main " 2 to Sidings C or D " 2 to Siding A. " 3 to Siding A " 3 to Siding B
Signal Box
S.P.
Altona line to Sidings C or D.
No 4 to Siding B.
No. 1 to Sidings C or D
1
2
3
4
Altona line to next disc Signal.

News

GENERAL

China Locomotive Works: Further to *Newsrail* July 1988, p.213, the Datong Workshops already had a section devoted to diesel construction. The workshops devoted to the construction of steam shunting locos will be converted to diesel manufacture. The workshops used for construction of narrow gauge steam forestry locos will continue in operation. US manufacturers have delivered many main line diesels to China.

Australian Vintage Travel: The company, which went into receivership in mid July, said on Wed.27.7, that its projects were still "goers". Bookings were solid for the next *Southern Cross Express* on Fri.5.8 and it included a large group of overseas tourists.

Container sidelifter: This machine, costing $200 000, is designed to transfer containers up to 25 tonnes in weight. Recently it has been demonstrated and tested at Horsham and it had generated considerable interest as far away as the SA border. The machine is designed to help industries using V/Line containers or people who want to use V/Line container services but do not have access to rail sidings or machinery to lift them. Its next demonstration is at Mildura and after that it will most likely return to Horsham after this year's harvest finishes.

Webb Dock line: Further to *Newsrail* June 1988, p.179, the Port Melbourne Council is increasing pressure on the State Government to install standard gauge rail along the Webb Dock freight line to reduce traffic in local streets. The council wrote to the Transport Minister urging him to give top priority to the task. It has been claimed that rail traffic on the line would double and road traffic in the area would be reduced by about ten per cent.

Rail guards: The State Government plans to dress rail guards in new uniforms to motivate them for their new role as part of the Government's anti-graffiti offensive. Trains are being modified to enable the guards to be based in the middle carriages. The Government denied a privately expressed view that guards would choose not to take a hard line against graffitists.

ATTENTION
NEWS REPORTERS

Please note the
New Editor's new address.

NEW ITEMS SHOULD BE SENT TO:

DENYS POTTS
45 O'GRADYS ROAD
KILMORE EAST, 3764

42214 hauls the luxury *Southern Cross Express* towards Sydney, seen here nearing Tallarook at 09 04 on Fri.18.3.88. (Gavin McLaughlan)

Operations

GENERAL

Electrical maintenance strike: A strike by maintenance workers caused suburban services to be halted from Thurs.30.6 to Thurs.7.7 (inclusive). Locos could not fuel at Dynon or Bendigo. Interstate trains requiring powervans could not work. Carriage sets at Dynon on Wed.29.6 were not allowed out. V/Line continued to operate freight and passenger services but with increasing use of buses to replace failed carriage sets which could not be repaired. Locos were stabled at Spencer St. P class locos were worked to Geelong for refuelling and other locos were fuelled at country depots. Standard gauge trains were left in Seymour Loop whilst the locos ran light to Seymour to refuel before continuing. The K and E set were early casualties. Sunbury services were taken over by buses whilst the carriage sets were used on longer routes. As the week progressed, 5 car sets were reduced to four.

On the Adelaide line one *Overland* set was stranded at Dynon on Wed.29.6, and buses ran through to Adelaide. The *Overland* departing Adelaide that night terminated at Ballarat and returned to Adelaide empty. All Adelaide overnight services were then through buses. One Adelaide express goods departed Melbourne with 2xB and changed power at Dimboola. X44, not normally an Adelaide unit, ran to Adelaide as second unit behind another X class on a goods. On the first morning after the strike, the *Overland* arrived at Spencer St at 09 30 with AN947-AN932 and used platform 3 as platform 2 was occupied by the *Melbourne Express,* diverted there because of the late departure of the *Intercapital Daylight.*

On the Sydney line, one *Sydney/Melbourne Express* set was stranded in Melbourne. Wednesday night's *Sydney Express* was replaced with buses. Wednesday night's *Intercapital Daylight* arrival in Melbourne returned empty to Albury to form northbound from there on Thursday. Wednesday night's *Melbourne Express* terminated in Albury on Thursday morning and returned to Sydney empty to form that night's *Melbourne Express.* Thursday's southbound *Intercapital Daylight* terminated in Albury and formed the *Sydney Express* that night without sleeping carriages. Thursday night's *Melbourne Express* terminated in Albury on Friday morning. The sitting section returned as the Northbound *Intercapital Daylight,* leaving the sleeping cars for that night's *Sydney Express.* Meanwhile, a second sleeping section was assembled in Sydney from spare RoA and *Expo Express* stock. Thereafter, a steady pattern of night trains forming day trains (and vice versa) in Albury was adopted with buses south of Albury. Motorail service was provided using only the lower deck. At the conclusion of the strike, the southbound *Intercapital Daylight* terminated at Albury on Thurs.7.7, but continued empty to Melbourne overnight to form the northbound on Fri.8.7.

Strike: Some sightings during the strike are listed hereunder:

Thurs.30.6. Albury: *Intercapital Daylight* — 42214-MBY-PHN-SDS(c3)-BDS(c4)-RS-OFS(c5)-SFE(c6)-SFS (c7)-HFZ(c8). The cars were renumbered to 10, 11, 12, 16 14 & 12 to form northbound *Sydney Express.*

Fri.1.7. Albury: *Melbourne Express* — loco-MBY-PHN-NAM(c1)-NAM(c3)-LAN(c4)-BCS-RMS-DAM(c5)-LAN(c6)-LAN(c7)-VBK(c10)-VFX(c12)-VRS-VFK (c13)-VFK(c14)-VFK(c16)-MHN. The northbound *Intercapital Daylight* was 8155-MHN-VFK(c4)-VFK(c8)-VFK(c6)-VRS-VFX(c5)-VBK(c2)-PHN-MBY. It arrived at Sydney at 22 07 after being delayed by a derailment at Moss Vale.

Fri.1.7. Sydney: *Melbourne Express* — 8161-8169-MBY-MBY-PHN-ARM(c5)-LAN(c4)-LAN(c8, Expo car)-LAN(c6)-NAM(c1)-NAM(c3)-DF-AFC-ARL(c7)-ARJ(c10)-ARL(c9)-HM. The 20 30 relief was 8166-PHS-PFZ(c17)-SDS(c18)-BDS(c19)-RS-OFS(c20)-SFE(c21)-SFS(c22)-VFR(c24)-HFZ(c26).

Fri.8.7. Melbourne: *Intercapital Daylight* consisting of 42202-HFZ-SFS-SFE-OFS-RS-BDS-SDS-PHN departed 09 14. *Melbourne Express* arrived at 09 10. Consist was 8166-MBY-PHN-LAN-NAM-NAM-RMS(Expo car)-ARL-LAN-LAN-SDS(c10)-BDS (c16)-ABS-OFS(c12)-SFE(c13)-SFE(c14)-HFZ(c15)-MHN. This train lacked a lounge car, as it was at the 17 vehicle limit.

Supertrain promotions: Sightings as listed hereunder.

* Fri.8.7. T356-BCE1-BW1-*Murray*-CW15. Flinders St to Woodend and return. At Spencer St at 19 26.

* Sat.9.7. X36 - BCE1 - BW67 - *Murray* - CE18 - BW60 - BW80. Spencer St to Warragul and return. Departed 19 05.

* Sat.30.7. N463-N461-PCO3-*Moorabool*-Club Car 1-AJ1-*Norman.* Spencer St to Ballarat and return. Departed 19 30.

SOUTH WEST

930 on Geelong goods: On Wed.20.7, the 11 35 up Geelong goods was powered by AN938. It was sighted at Newport at 13 21 with 18 wagons of general loading.

WEST

Stawell — General scene: There have been few grain trains during June and July. G class locos have found their way onto interstate express goods trains and the grain has only commenced to flow again in the last week of July. Intrastate passenger trains are almost exclusively the province of N class locos with the occasional A class. The use of Ararat Loco has declined significantly. An up express goods, whose consist is largely empties, is stabled there on Sundays but apart from that there is little else of interest.

Stawell observations: Set out hereunder is a record of sightings in the area:

Thurs.30.6. X32-X44-N13 up pass. at 08 12: First use of first series X class for several months. S-X-12 cars down empty *Overland* cars at 09 50.

Fri.1.7. X49-C507-C510-X52-25=72 up express goods at 08 30.

Sat.2.7. C501-G514-50=125 up express goods at 08 38.

Thurs.7.7. B76-Z53-2xD up pass. at 08 12. First use of B class this year. The Z set is also a rarity. S315-T375-19=38 down goods at 09 40. G525-X45-45=126 up express goods at 10 58. C501-S306-32=91 down express goods at 11 21. N474-Z60 down pass. at 11 35. The Z set on this train is rare. T374-8=15 down weed special at 13 07. N474-Z60 up pass. at 15 00. G514-C510-C507-AN931-50=11 down express goods at 22 00. BL32-AN967-AN938-45=130 down express goods at 20 24. N465-N10 down pass. at 21 00. G526-16=48 up express goods at 22 32.

Fri.8.7 AN939(No.2 end leading)-AN937-29=81 up express goods at 12 00.

Sat.9.7. G527-G528-30=88 up express goods at 08 35.

Tues.12.7. C507-G511-34=99 up express goods at 07 39.

Thurs.21.7. B61-H4-H5-38=76 up goods at 17 15.

Depot visits:

Sun.3.7. Ararat: G512-AN934 (stabled up express goods) T361, 375, 383, 385, 386, Y160. Ballarat East: A62, G525, 526, T387, Y168, 173, 174, D^3 608.

Wed.6.7. Ararat: BL32, AN967, T361, 367, 374, Y160. Ballarat East: A79, C509, N452, T371, Y168, 171, 173, 174, D3 608.

Sun.10.7 Ararat: BL31-S301-C509 (stabled up express goods), G525, T361, 367, 380, 383, 386, Y160.

Sun.17.7. Ararat: C510 (stabled up express goods), T361, 367, 383, 386.

Sun.24.7. Ararat: G528 (stabled up express goods), T360, 361, 367.

Inspection special: For the V/Line management tour, *Goulburn*-SZ287-SS286-*Norman* were attached to the rear of the down *Overland* on Tues.1.3 (X45-AN934-16xvehicles). They were detached at Ararat and were hauled by T410 to Mt Gambier and N461 to Yaapeet, the first recorded use of an N class to Yaapeet. On Thurs.3.3, the special was supposed to attach to the 13 40 up Dimboola pass. at Ararat but was early and ran as a special to Melbourne, arriving at 16 00.

Old X to Adelaide: On Sat.12.3, the down *Overland* was hauled by X50-X43. It would appear the latter loco was included by mistake as only X45 to X54 should run to Adelaide. X43 continued right through and returned as trailing loco the next night.

Overland failure: On Sun.26.6, the down *Overland* had locos X45-S303 and departed at 20 45 after waiting for a late Albury arrival. The train had a slow run to Sunshine where X45 was deemed to be a failure. The train set back to the Brooklyn line and waited for Y115-X50 to arrive. The Y class took X45 back to Dynon and X50-S303 departed at 21 52. Warrenheip was passed at 23 27 with the down *Vinelander* arriving from the Geelong line, late because of diversion via Brooklyn.

NORTH

Depot visits Bendigo:

Sun.10.7. N453, 467, P13, T345, 368, 378, 391, Y161, 163, 164.

Sun.17.7. B80, DRC42, N468, T345, 362, 368, 376, 393, X49, 54, Y161, 163, 164.

Wed.20.7. N459 (in loco shed), T345, 391, 393.

Sun.24.7. N470, T345, 348, 351, 368, 385, 394, Y164.

Bendigo traffic: Observations noted are set out hereunder:

Fri.8.7. T372-2xD-VOBX-VFTY-VLEX-3xVLCX-VZSX-5xVLCX-3xVFTY-3xVTQY-VFFX on the up Swan Hill goods arrived in Bendigo yard at 18 05.

Sat.9.7. The 11 00 up pass. (8046) consisted of N467-CP-4xBE.

Sun.10.7. The 16 10 down pass. (8085) arrived with X36-X52-P17-SH (4 cars).

Tues.12.7. Pilot Y164 arrived at Ampol siding at California Gully at 09 05 with VTQY-VTQF. It departed light engine at 09 22. All Ampol petrol is carried in VTQY and VTQF tanks painted white.

Thurs.14.7. Pilot Y164 departed light engine for Eaglehawk. N465-2xD-Z56 formed the 06 45 up Swan Hill pass. (8038) at Bendigo North at 08 57 (4 late). Pilot Y164-GY through Bendigo North on the up at 09 11.

Fri.15.7. Pilot Y164-2xVTQF(Ampol)-VTQY(Caltex)-ACZ-VLCX-VHGF-VBBX-VPCX-VLEX-VTQF-VQCX-VCSX from Bendigo North Workshops through Bendigo North on the up at 16 37.

Sun.17.7. X35-T370-P21-SH(4 cars) on 16 10 down pass. (8085) in No.2 platform at 19 00. N467-N463-D-4 cars on an up Swan Hill pass. (8088) at 19 16. Departed 19 21.

Wed.20.7. G525-S301-B61 hauling a very long Maryborough block grain of VHGY and VHGF arrived at 16 07. Pilot Y164-VQCX-VLCX-3xVQCX arrived on the up from Bendigo North Workshops at 16 12.

Thurs.21.7. Y164-VTQY-VTQF arrived on the down at California Gully at 09 33. After placing the tankers it departed light engine at 09 53 for Bendigo yard. N460-D-Z set(5 car)-CP-D arrived at 20 44 on the 18 30 up Bendigo pass. (8065). N460 cut off and proceeded to Loco at 20 51. T370-T401 with a very long train of VHGYs, GHs-B-VPCX-Bogie vans-VQCX-KMQs arrived on the up from Echuca at 20 56. At 21 41 an up Swan Hill goods arrived with X38-T373-3xVHGY-VLCX-VCSX-4xVTQY-11xVHGY. The VCSX was unusual as it was being used as a safety wagon on the down oil train.

Echuca notes: During July, Echuca again proved to be a busy area. All movements involved T class locos, of which nine were recorded. The majority of the work was carried out by T368, 370, 376, 378, 385 and 391. Sightings are listed hereunder:

Fri.1.7. T376-3xG-VLCX-5xKNQ-12xVOWA departed at 10 55. T385-18xVHHY arrived at 14 25.

Tues.5.7. T385-4xVHHY-11xKNQ-2xVZSX-16xVHHY arrived at 15 12.

Thurs.7.7. T385-T345 (a 'blue' pair) arrived at 09 47. T376-25xVHHY arrived at 14 58.

Fri.8.7. T376-VLCX-12xVW-12xVOWA-5xcontainers-GY arrived at 10 12. T385-12xVHHY arrived at 14 30. T368-T385-7xKMQ(empty)-B-2xVWS-2xVZSX-VHGY-VLCX-2xVTQY-AO?X-4xG-33xcontainers waiting as an up goods at 16 35.

Mon.11.7. Track recorder left on the down at 13 26.

Tues.12.7. Track recorder left on the down at 16 00.

Wed.13.7. Track recorder arrived from NSW at 10 35. T376-VHNA-4xVZSX-23xVHHY arrived at 17 30.

Thurs.14.7. T376-6xKNQ-VLCX-6xcontainers arrived at 14 01. T378-20xVHHY arrived at 15 20.

Wed.20.7. T378-8xGH-24xVHHY arrived at 15 58.

Thurs.21.7. T370-16xGH-12xVHHY arrived at 15 26.

Fri.22.7. T407-34xcontainers arrived at 14 14. T394-T407-VHGY-B-2xVPCX-3xVTQY-50xcontainers departed at 16 40.

Mon.25.7. T370-18xVHHY passed through Moama at 15 52.

Wed.27.7. T385-VLCX-27xcontainers arrived at 16 20. T376-9xKNQ-VZSX-VOCX-2xVZSX-16xVHHY arrived at 16 50.

X32-T410 depart Speed on No.155 down Ouyen goods at 12 36 on Mon.15.6.87. (Gavin McLaughlan)

Thurs.28.7. T385-VLCX-6xcontainers departed at 11 50. T385-VLCX-28xcontainers arrived at 17 10.

Fri.29.7. T370-VLCX departed at 09 40. T370-6xKNQ-VLCX-6xcontainers arrived at 12 55.

Kyabram news: On Thurs.21.7, Kyabram saw an unusual three trains on the one day. The first, an up goods, ran through at 05 00. The next was the weekly superphosphate train at about 12 00 and the third was the return of the morning up goods. Consist was T385-10xVOWA.

NORTH EAST

North East broad gauge: This area is one of the last remaining bastions of the first generation Clyde diesels, electric staffs and semaphore signalling, some of which are still lit by kerosene. The loco scene is changing from predominantly B class hauled to S class. Double S class are frequently used on 9334 up Albury, steel but even this is beginning to fade as they are replaced by the X class. In particular, the second series X class are being used more often on the heavy tonnage steel trains making equal appearances with the S class.

Mangalore observations: Set out below are some of the more unusual loco combinations.

Mon.6.6. A71-X52-S310 down Albury pass. (8311) at 13 45.

Fri.10.6. A73-S306 down Albury pass. (8305) at 09 32.

Mon.13.6. N474-A73 up Cobram pass. at 16 19.

Tues.14.6. N467-S311 down Albury pass. (8311) at 13 43. Dropped staff caused 4 minute delay.

Wed.15.6. N466-S309 down Albury pass. (8311) at 13 36.

Fri.17.6. N466-S311 up Albury pass. (8310) at 08 43.

Sat.18.6. A66 down Cobram pass. (8307) at 10 44.

Sat.25.6. 56RM special pass.

Tues.28.6. S306-N451 down Albury pass. (8311) at 13 34.

Sun.3.7. S301-X50 down Albury pass. (8339) at 11 22.

Tues.5.7. X53 down Albury pass. (8305) at 09 30. N452-X52 down Albury pass. (8311) at 13 30.

Thurs.7.7. T352 up Cobram pass. (8308) at 08 07.

Fri.8.7 N458-X33 up Albury pass. (8310) at 08 43.

Sat.9.7. N474-S306 up Albury pass. (8310) at 08 47.

Mon.11.7. A81-X52 down Albury pass. (8311) at 13 30.

Tues.12.7. S310-A81-S309 down Albury pass. (8305) at 09 33. N451-S312 down Albury pass. (8311) at 13 43.

Thurs.14.7. N464-X52 down Albury pass. (8311) at 13 40.

Delays: On Mon.11.7 the 01 00 (9300) North Geelong - Wodonga goods, hauled by S309-S315 was observed at Mangalore running about 85 minutes late. The delay was caused by ground relays and it crossed A66 on the up Albury pass. at 08 47. On Sat.9.7 a motor vehicle travelling west on the Avenel - Nagambie road collided with N457 on the up Cobram pass.(8308) at about 09 30. The pass. was 37 minutes late at Mangalore.

Mangalore sightings: Observations at Mangalore are listed hereunder:

Fri.3.6. T399-T388-T381-Y155 up Shepparton goods (9332) at 18 54. T320-Y133 up light engine at 20 54. B65-S306 up Wodonga goods (9304) at 23 46.

T377 shunts GY wagons loaded with superphosphate at Fish Creek while working the 05 30 Korumburra - Welshpool - Alberton goods at 08 10, Thurs.7.4.88.

Mon.6.6. T371-T398-T362-T368 down Shepparton goods (9365) at 04 30. X33-S315-Y165 up Wodonga goods (9304) at 23 06. S310-X52-T356 up Albury steel (9334) at 23 50.

Tues.7.6. N456-S301 down Wodonga oil (9360) at 02 10. B64-S312 down Wodonga goods (9300) at 06 15. T371 down Euroa goods (3321) at 19 53. T371 up Euroa goods (3322) at 12 00. S301-S312-B64-T360 up Wodonga goods (9305) at 21 35.

Wed.8.6. T358-T368-T403-T383 up Dookie wheat at 01 17.

Thurs.9.6. X34-N452 down Wodonga oil (9360) at 23 20. X34-N42 down Wodonga oil (9360) at 23 20.

Wed.15.6. T374-T355-Y168 up Wodonga goods (9304) at 22 00.

Thurs.16.6. T361 up Violet Town plant train at 12 03.

Fri.17.6. X49-X51-T360 up Albury steel (9334) at 23 52.

Tues.21.6 X53-B61 down empty steel (9345) at 01 16. X33-T367-T361 up Shepparton goods(9332) at 23 18.

Wed.22.6. X53-S306-T355 up Albury steel (9334) at 01 38. B75 down empty steel (9345) at 21 10. S312-S302-T356 up Albury steel (9334) at 23 54.

Thurs.23.6. T352-T354-T358 down Shepparton oil (9380) at 06 30. B75-S315-S300-T393 up Albury steel (9334) at 23 42.

Sat.25.6. X54-S309-T398 up Albury steel (9334) at 00 15.

Tues.28.6. S310-X35-S300-T352 (ex Seymour) (9258) up Oaklands grain at 03 56. T405-S302 up light engine ex Violet Town at 16 43.

Wed.29.6. X50-S309-T395 up Wodonga goods (9304) at 23 24.

Thurs.30.6. T373 down Toolamba goods (3377) at 17 00. X35-S300-T364 up Oaklands grain (9258) at 21 35. S311-T362-T388-Y166 Wodonga goods.

Fri.1.7. S309-X48-S? up Oaklands grain (9258) at 23 30.

Sat.2.7. X53-S301-T388 up Wodonga steel (9334) at 00 02.

Sat.9.7. S311-T352-T362-X50 up Albury steel (9304) at 00 45.

Mon.11.7. S309-S315 down Albury goods (9300) at 08 33.

Tues.12.7. T406 down rail transfer train to Shepparton (3321) at 11 19.

Wed.13.7. T406-T391 up Shepparton rail transfer train at 17 00.

Thurs.14.7 T? down Echuca goods at 14 16. X52-X53-T40? up Albury steel (9334) at 01 18. A85-T375-T373 down Oaklands grain (9390) at 06 11.

Seymour fuel point: During early July, due to industrial unrest in Melbourne, an unusual array of standard and broad gauge power was lined up at the fuel point. On one occasion seven standard gauge trains were refuelled. Similar activity took place on the broad gauge and interesting movements are recorded hereunder.

Sun.3.7. S306-T362 down light engine.

Mon.4.7. X39-T393-Y118-Y148-Y159 arrived on the down North East oil train at 23 00. The Y class were detached at Seymour.

Wed.6.7. N472-T364-Y112-Y124-Y135 arrived on the down North East oil train at 00 12. The Y class were detached at Seymour.

Seymour Loco fuel point serviced so many locos that on one occasion extra fuel was supplied by road.

Special trains — Seymour area: Special train sightings in the Seymour area are listed below:

Sun.5.6. P11-LH32-LH33-P13 formed a special pass. chartered by an environmental group.

Sat.11.6. A T class loco arrived at Seymour with a load of accommodation units ex Wallan.

Sat.25.6. An enthusiast group ran a special to Mangalore via Coburg, Somerton, Blue Circle Cement siding and the Kilmore East Apex Cement siding in 56RM. The trip was repeated the following weekend.

Sun.3.7. K153-BW68-BW60-ABE7-BW67-BCE1 ran the *Vintage Train* to Seymour connecting with buses to the Puckapunyal tank museum. Attached to the rear of the BCE was a profile template for SA loco 621 to check that platform clearances would be sufficient for the operation of that loco to Seymour in October 1988.

X to Albury: On Thurs.30.6, the 08 10 down Albury pass. was X38-N-D. The train departed late, awaiting the loco and was 50 minutes late by Mangalore. X38 also worked the 12 45 up Albury pass. and was 25 minutes late at Benalla. This blocked the 12 10 down Albury pass. (N460-N-D) for 34 minutes at Violet Town. The 12 10 arrived at Albury at 16 10 and formed the 16 25 up pass. 3 minutes late.

Shepparton observations: Observations in the area are set out hereunder:

Locomotives which visited Shepparton in June were: B64, N465, 467, 472, T350, 352, 353, 354, 356*, 357*, 358*, 360, 361, 362, 363, 365*, 367, 368, 374*, 387, 388, 389, 393, 397, 398*, 412, X33. Those marked * are still in VR livery.

Dookie grain: Movements noted as follows:

Mon.20.6. T374 down Dookie grain (9390) at Shepparton 07 40.

Tues.21.6. X33-T367-T361 up Dookie grain and general loading (9332) at Shepparton 17 30.

Thurs.23.6. T352-T360 up Dookie grain and general loading (9332) at Shepparton 17 20.

Mon.27.6. T353 up Dookie grain and general loading (9332) at Shepparton 17 15.

Tues.28.6. B64-T357 up ballast, grain and general loading (9332) departed Shepparton 21 15.

Katunga ballast: With the extension of the grain loop siding at Katunga now completed, ballast trains ran as follows: Tues.28.6, B64-9xVHMY down ballast (9322) departed with T357 as up wheat and general loading (9332) at 21 15. Thurs.30.6. T373-9xVHMY down ballast (9322) noted at Shepparton at 19 35. It departed the following day with T368-Y155 as up ballast and general loading (9332).

Shepparton - Tocumwal goods: This service has been decreasing rapidly. Services once operated from Shepparton on Monday, Wednesday and Friday during the early eighties were reduced to Wednesday and Friday in late 1985. Today the down service is still scheduled to run on Wednesday from Melbourne Yard, however, on arrival at Shepparton the Tocumwal consist is broken from the main train and is despatched either Wednesday, Thursday or Friday between 07 20 and 07 45 with limited traffic. If superphosphate is included it is usually shunted off at Shepparton and distributed by the local pilot.

The ICI explosive factory at Tocumwal ceased to use rail transport in December 1986 and only recently, one of V/Line's larger customers, Blue Circle Cement Ltd ceased rail operations in March 1988. This company, which received block trains of cement powder in the now obsolete J wagons, has contracted road transports for the delivery of its product to the Tocumwal mill. Grain shipments from the 1987-88 harvest are being transported by road from the Tocumwal silo to Jerilderie and then railed to NSW shipping ports via Narrandera.

Commodities railed over the river at this time include sleepers and the occasional petroleum delivery. Superphosphate to Congupna, Tallygaroopna, Numurkah, Katunga and Cobram forms some traffic and Strathmerton also receives delivery of briquettes to the Kraft factory. Numurkah despatches sleepers which are transported by road from Picola and loaded into gondolas. Grain is also despatched from most of the above townships including Cobram. By the time this item appears Tocumwal will be unmanned thus putting another nail in the coffin for this rapidly decreasing service.

STANDARD GAUGE

Standard gauge: Two special trains operated during June. On Thurs.23.6, X41 operated a special test train to Longwood Loop which included five empty container flats. This train was authorised to travel at 130 km/h on certain sections between Seymour and Longwood loops. It returned about 1½ hours later, passing Mangalore at 13 25. On Sun.26.6, a special out of gauge train containing a transformer ran from Albury. This train was restricted to 30 km/h. Accommodation van AH811, part of the consist, returned on the down *Intercapital Daylight* the next day.

During the observation period at Mangalore, NSW SRA 422 class locos have once again begun to make regular appearances. Sightings on the standard gauge are set out below:

Wed.1.6. 8167 down light engine at 22 19.

Thurs.2.6. T411 down goods at 22 15.

Tues.7.6. X41-42202 up goods at 08 30.

Thurs.9.6. 42202-42201 down *Intercapital Daylight* at 10 29.

Wed.15.6. 42201-X41 up goods at 09 35.

Wed.15.6. 8172-42213 up goods at 19 20. X41-42201 down goods at 22 02.

Thurs.16.6. 42213 down goods at 01 34. 42202-X41 down goods at 20 51. T411 down goods at 23 07.

Fri.17.6. 42202-42217 up goods at 07 03.

Sat.18.6. 42216 up goods at 17 41.

Mon.20.6. G521-T411 down goods at 13 45.

Tues.21.6. 42213-X41-T411 up goods at 08 03. X41-42213 down goods at 21 10.

Wed.22.6. 42216 up goods at 08 15. X41 up goods at 08 37. 8179-42216 down goods at 21 11.

Tues.28.6. G519-42219 down Ford car train at 10 54.

Wed.29.6. 42208 down *Intercapital Daylight* (empty due to industrial unrest) at 23 23.

Mon.4.7. G517-81?-X41 down goods at 17 15.

Tues.5.7. X41-42202 down goods at 07 11.

Tues.12.7. 42202-42201 up goods at 07 11. 42201-42202 down goods at 21 25.

Wed.13.7. T411 down goods at 00 42.

Thurs.14.7. X41-T411 down Ford car train at 18 00. 42201-42211 down goods at 23 40.

Fri.15.7. X41-T411 down goods at 17 36.

Intercapital Daylight changes: On Tues.28.6, the northbound *Intercapital Daylight* was G517-AH811-HFZ-VFR-SFE-OFS-ABS-BDS-SDS-PHN-MBY. AH811 is a NSW SRA dormitory car, converted from a BS non airconditioned sitting carriage, for use on out-of-gauge freight trains. The SFE is a new conversion from an SFS. The two large toilet/washrooms have been replaced by two small ones. The space gained has been combined with the space from removal of the compartment to provide a larger saloon, raising the capacity from 57 to 72.

METROPOLITAN

Footscray goods: The down briquette train, on the first day of the Met strike (30.6.) derailed just before the Dynon Rd bridge on the Footscray line. The train was hauled by X40-S302 with the last 6 or 7-V/AOCX wagons involved. The front portion continued to the SEC depot where the two diesels were shut down and locked away in the SEC enclosure. No attempt at re-railing the back portion occurred until Thurs.7.7. On that day a G class, assisted X40-S302 from the South Kensington end. The X and S class shuttled wagons back to the SEC depot as they were re-railed, the last arriving at about 09 00 on 12.7. The first up empty ran on the same day, leaving about 11 00 when track repairs were completed. The first down load of briquettes, hauled by B64, arrived early on Wed.13.7, the first for nearly two weeks.

South Kensington sightings:

Mon.27.6. A85-30 wagons on 10 30 Tottenham - Long Island steel (9529) at 10 45. T412-6 wagons on 09 35 up Dandenong goods (9538) at 11 55. T407-T402-15 wagons on 12 35 down Morwell briquette (9427) at 12 56. T351-5 wagons on up Met ballast at 14 11. X49- S302-30 wagons on 09 05 Morwell - North Geelong briquette at 14 51.

Tues.28.6. H4 down light engine at 12 52. T412-11xVHWA on up ballast at 13 52.

Wed.29.6. BL35-X47 light engine off Adelaide goods at 08 16. S301 light engine on the down at 09 08. T357-B64 light engine on the down at 09 21 to Long Island goods. A85-14 wagons on 10 15 down Ballarat goods (9139) via North Geelong at 10 23. B64-T357-30 wagons on 10 30 Tottenham - Long Island steel (9529) at 10 49. T353-10 wagons on 09 35 up Dandenong goods (9538) at 10 52. G528-AN938 light engine to Tottenham Yard for 12 45 express goods to Adelaide (9117) at 12 29. T403-T402-27 wagons (empty) ex Maribyrnong River terminal at 13 06.

Fri.8.7. A66-S317 on 06 50 up Bendigo pass. (8026) at 08 54.

Mon.11.7. T400-11xVHWA down empty ballast at 09 27. T394-3 wagons on 09 35 up Dandenong goods (9538) at 09 53. G527-G515-B76-T402 light engine on the down at 10 25 after having apparently worked a Geelong goods. A60-11 wagons on 10 30 Tottenham - Long Island steel at 10 25. C501-AN947-AN931 light engine on the down.

While gangers have their meal break T396 waits at Jewell on the 23 30 Coburg ballast train at 01 00, Fri.25.3.88. (Gavin McLaughlan)

T358 crosses the Tarwin River trestle at Meeniyan on No.4707 07 00 Korumburra - Welshpool goods at 07 50, Mon.15.2.88. (Gavin McLaughlan)

Tues.12.7. S306-S315-T348 on 07 10 Long Island - Tottenham steel (9117) at 10 36.

Wed.13.7. G527-S312-T362 light engine on the down. S308-BL31 light engine on the (9186), at 09 20. T359-13 wagons (dirty ballast) on the down at 09 22. T371-11xVHWA on down empty ballast to Deer Park at 09 32. AN947-AN931 light engine on the down at 10 58. P20-3502T-3501T-902M on up Newport Workshops carriage transfer at 11 11. X32-18 wagons on 10 30 Tottenham - Long Island steel (9117) at 11 18. S310-S309-T394-12 wagons on 07 10 Long Island - Tottenham steel (9117) at 11 24. T371-11xVHWA up loaded ballast for Deer Park at 12 32.

Thurs.14.7. X48-G511 light engine on the up from (9186) at 08 40. G528-G515-S307 light engine on the down at 11 15. S310-Y160-T382-T369-10 wagons on up goods at 14 15. S312-14 wagons on 09 05 Morwell - North Geelong goods (9240) at 14 24.

Fri.15.7. T393-T362 light engine on the up at 08 38. T394-T348-6 wagons on 09 35 up Dandenong goods (9538) at 12 47.

Mon.18.7. X48-A60 on 08 50 down Ballarat pass. (8109) at 09 18. G513-B76-X54 light engine on the down at 09 30. C502-AN939-AN937 on 07 10 Long Island - Tottenham steel (9117) at 10 05. T397-3xVHWA up ballast at 11 54.

Tues.19.7. A79-X31-C504 light engine on the up from Newport Workshops at 15 20.

Wed.20.7. S310 light engine on the down at 09 18.

Thurs.21.7. Y138-T369 light engine on the down at 09 12. X39-22 wagons on 10 30 Tottenham - Long Island steel (9529) at 11 20. X48-S313-T371-32 wagons on 07 10 Long Island - Tottenham steel (9117) at 11 25. T403-T405-14 wagons on 12 35 down Morwell briquette (9427) at 12 36. Overhead inspection, off goods lines on the down, stopped in the down platform and ran on the up on the pass. lines at 13 10. X54-S300-23 wagons on 09 05 Morwell - North Geelong goods (9240) at 14 26.

Long Island steel trains: Sightings during July are listed hereunder:

Fri.1.7. X32-X38-12xVCSX (empty) down.

Sat.2.7. S301-X50-T388-27xVCSX(coils) up.

Mon.4.7. X39-17xVCSX(empty) down.

Tues.5.7. S311-S306-S309-T354-30xVCSX(coils) up.

Thurs.7.7. T362-X48-X52-15xAKBX(empty)-13x VCSX(coils) up.

Fri.8.7. T400-T359-S309-16xAKBX(slabs)-3xVCSX (empty) down.

Sat.9.7. G526-C508-28xVCSX(coils)-2xVCCX(coils) up.

Mon.11.7. A60-2xAKBX(empty) up.

Tues.12.7. S306-S315-T348-(coils) up.

Wed.13.7. S310-S309-T394-12xAKBX(empty) up.

Thurs.14.7. S313-X47-T348-20xVCSX(coils)-5xAKEX (coils) up.

Fri.15.7. X52-X53-T405 light engine up.

Sat.16.7. S312-S310-T397-10xVCSX up.

Mon.18.7. C502-AN939-AN937-16xVCSX-5xVCCX-3xAKEX(all coils) up.

Tues.19.7. G515-C509-18xVCSX-4xAKEX up.

Thurs.21.7. X48-S313-T371 up.

Fri.22.7. X53-B64-12xVCSX-4xAKEX-4xVCCX(all coils) up.

Mon.25.7. C502-C505-22xVCSX-6xAKEX-2xVOSX (all coils) up.

Tues.26.7. C504-G512-6xAKEX-3xVCCX-16x-VCSX (all coils) up.

Wed.27.7. X54-S311-T364 up.

Thurs.28.7. N472-4xAKEX(empty) up.

Rollingstock

LOCOMOTIVES

Y class: Further to *Newsrail* May 1988, p.152, hereunder is an amended list of the disposition of the class as at Tues.26.7.

* Ararat/Portland pilot: Y150.
* Ballarat East: Y171, 173, 174.
* Ballarat North: Y125.
* Ballarat Workshops: Y107.
* Bendigo Loco: Y161, 163, 164, 165.
* Bendigo Workshops: Y142.
* Geelong: Y127, 129, 130, 132, 135.
* Jolimont: Y156, 157.
* Melbourne Yard (stored): Y105, 106, 111, 114, 116, 123, 126, 131, 141, 146, 158, 170, 172, 175.
* Mildura: Y122.
* ARHS Museum: Y133.
* Newport Workshops: Y134, 136.
* Off register: Y128, 162.
* Seymour: Y155.
* South Dynon Loco – In service: Y108, 109, 110, 112, 113, 115, 118, 119, 120, 121, 124, 137, 138, 140, 143, 144, 145, 147, 148, 149, 151, 152, 153, 154, 159, 160, 166, 167, 169.
* South Dynon Loco – Stored: Y117, 139.
* Standard gauge pilots: Y101, 102, 103, 104.
* Wodonga: Y168.

Locos based at V/Line workshops are not permitted to operate trains on main lines. South Dynon Loco based pilots perform duties at Spencer St, Melbourne Yard, Tottenham Yard, Dandenong (as required) Somerton. Newport and many sidings and docks.

The Seymour pilot works to Shepparton and the Wodonga pilot works between Benalla and Albury with its main duty being the transfer of D vans between Wodonga and Albury.

Geelong pilots operate between South Geelong and Lara as well as the North Geelong yard. Ballarat pilots operate to the various sidings in the area including Redan as well as the Ballarat yard.

The pilots at Bendigo probably do the most main line work of all with regular working to Echuca, Balranald and Moulamein as well as the Bendigo yard work.

X class: Further to *Newsrail* July 1988, p.219, the following X class locos had been fitted with cab airconditioning by Wed.20.7. X33, 36, 37, 39, 44, 46, 48, 49, 51, 52, 53, 54. X31 is still at Newport Workshops undergoing overhaul.

S class: With delivery of the G class locos, no further overhauls are being carried out on the S class. The last of the class to be overhauled were S301 in 1985 and S307 in 1986. With the G class rapidly entering service it was decided not to overhaul any further S class locos and when major repairs were required the loco was to be withdrawn. By Mon.25.7, both S304 and S305 had been removed from the register and S303 and S309 have had their numberplates removed and were withdrawn. S306 is under repair and S308, which has been the subject of bans as leading unit, is now not aceptable for use on superfreighter services. S302, 306, 311, still remain in VR livery.

T class: T347 and T366 were both stored in Melbourne Yard by Mon.25.7 with T366 removed from the register. T355 has had the numberplates removed and is stored at South Dynon with T349 and T353. T351 and T363 were the last two members of this class to receive overhauls.

Workshop overhauls: Y169 was outshopped on Fri.22.7 from Newport after overhaul and repaint. C504 came back into service on Thurs.21.7 after being fitted with cab airconditioning. On Mon.25.7, X37 and X43 were both at Bendigo Workshops for cab improvements and X47 was at Ballarat Workshops being fitted with cab airconditioning.

AN700 class: For a brief period during April and May 1988, AN700 class locos saw regular working in Victoria. 702 and 705 ran together for some time whilst 701 and 706 underwent testing, training and crew acceptance trial. 706 was at Dynon on Sat.23.7, having been there for about five weeks awaiting crew approval. 701 has not been used for through working but has been approved. 703 and 704 are yet to visit Victoria (as at Mon.25.7) and it is assumed they are still on the standard gauge in South Australia.

G class sightings: Sightings of the new locos are listed hereunder:

Sat.9.7. G526-C508-39 wagons on 11 45 Tottenham Yard - Adelaide express goods (9117) at Sunshine at 13 08. G527-G528(dead)-38 wagons on 19 00 Adelaide - Melbourne express goods (9128) at West Footscray at 14 30. X45-G529 on the 15 50 Melbourne - Adelaide superfreighter (9145) at Ardeer at 16 28.

Tues.12.7. G530-G528 ran a light engine test, passing South Kensington on the down at 09 18 returning at 13 19.

C class: It is proposed that C504 and C505 will be transferred to standard gauge. C504 was planned to be outshopped on Mon.1.8 and C505 will be taken into Dynon when C504 has commenced running.

Spencer St yard: As at Sun.31.7, the following locos were stored in the yard. B74, 83, 84, T349, 355, 356, S303, 309, Y117, 126, 141, 158, 162, 172, 175.

RAILCARS

DRC status: As at Fri.15.7, the status of the DRC fleet was as follows:

DRC40: Stony Point service with MTH104.

DRC41: Returned from repairs at South Dynon. In service.

DRC42: Bendigo Workshops for interior modification.

DRC43: In service.

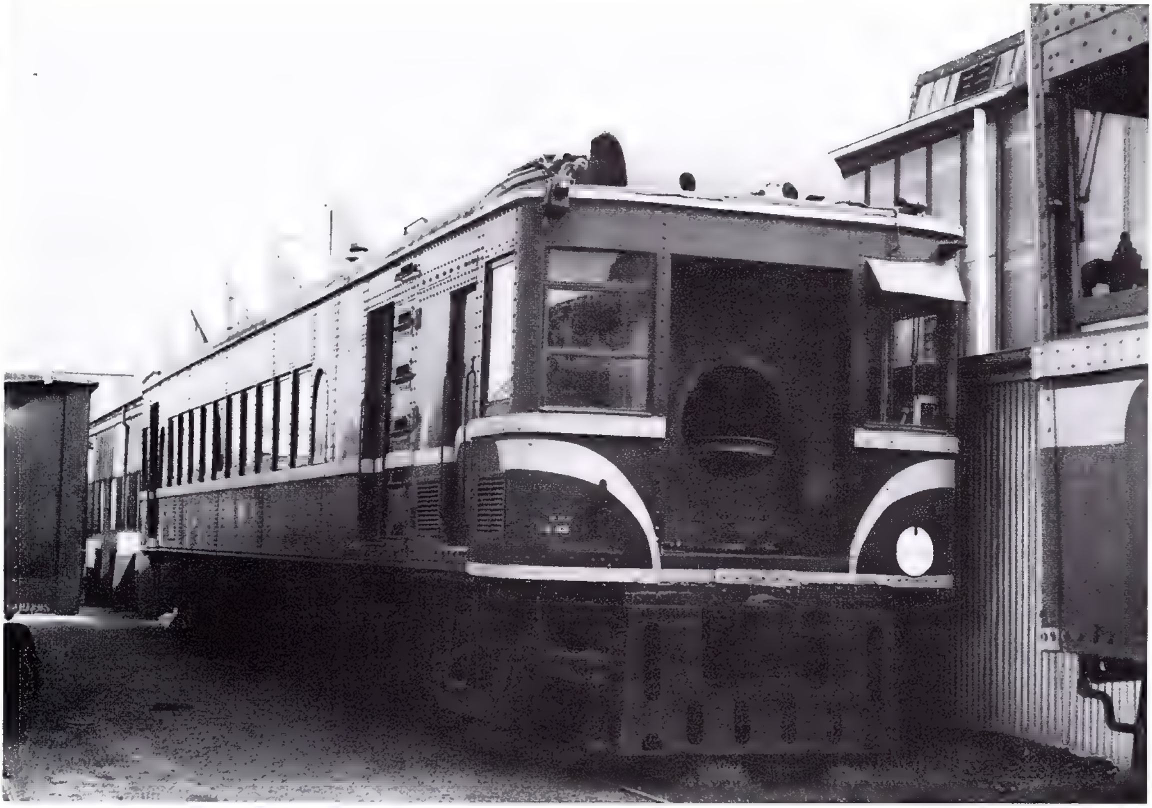
DERM status: As at Fri.15.7 the status of the DERM fleet was as follows:

56RM: In service but with radiator problem that precluded it operating in engine trailing position.

55RM: In service. Operating to Bacchus Marsh with MTH103.

61RM: Defective. Awaiting transfer to Bendigo Workshops.

64RM: At Bendigo Workshops for repair.



Withdrawn DERM RM59 is beginning to be dismantled at Bendigo Workshops on Fri.12.8.88. (John Green)

59RM, 60RM, 62RM: Unserviceable at Bendigo Workshops.
63RM: No information available.

PASSENGER

Z sets: Set consists as at Sun.17.7 are listed hereunder.
Z51: ACZ251-BS208-BRS224-BS207-BS204.
Z52: Not assembled.
Z53: ACZ253-BS206-BRS229-BS205-BS213.
Z54: ACZ254-BZ264-BRS221-BZ266.
Z55: Not assembled.
Z56: ACZ256-BZ268-BRS256-BZ267.
Z57: Not assembled.
Z58: Not assembled.
Z60: ACZ260-BRS225-BZ269.
Z62: ACZ262-BRS228-BZ270.

CP sets: Set consists as at Sun.17.7 are listed hereunder.
CP291: AK1-BK1-BKL3-BK2.
CP292: AE51-BE19-BRS222-BS211-BS210.
CP293: AE52-BE34-BE31-BE4.

Cars not in use: Situation as at Sun.17.7. ACZ252, ACZ255, ACZ257, ACZ258, BRS223, BRS227, BZ265, BS201, BS202, BS203, BS212, BE50, BG1.

CD set: This set, CD2-MTH102-MTH101, was split up on Sat.16.7 upon return of DRC40, 41, 43 to service. The set was used primarily on the Sunbury and Seymour services and ran with locos P16, T349, 354, 356, 359, 364, 389, 401, 402 over a period of three weeks.

During June and July there was again a shortage of DRCs. A loco hauled set, CP292-MTH102-MTH101, took over a roster which included the 16 02 down Sunbury and 18 30 down Seymour. On Thurs.30.6 or Fri.1.7, CD2 replaced CP292. Locos noted hauling this set were: Sat.25.6, T393 (10 15 up Seymour), T396 (18 30 down Seymour); Tues.28.6, T349 (at Spencer St. at 07 57); Wed.29.6, T349 (at Spencer St. at 08 56), T356 (16 02 down Sunbury). A CP replaced the CD after Fri.8.7. DRC43 was back in service by Sat.23.7 and the MTH set was disbanded.

Unusual sets: A shortage of ACZ carriages caused the following unusual combinations.

* Wed.13.7. N475-BG1-BRS223-BS209-BN1-BRN52-ACN54-D on the 17 11 down South Geelong pass. (8261) usually a double N set.
* Wed.13.7. A66-D305-BS211-BS210-BRS222-AE51-BRS227-CP292 on the 18 30 down Bendigo pass. (8065) usually D-BS-BS-BRS-BS-ACZ-D.
* Sat.16.7. N474-D360-BS211-BS210-BRS222-BE19-AE51-CP292-D302 on the 18 30 down Bendigo pass. (8065).

MET

Harris trains withdrawn: From Mon.4.7, to allow for the withdrawal of the blue Harris sets, about 46 trains per weekday were cancelled until further notice. Upfield line trains were cut back to 3 car sets. The withdrawal of the Harris sets actually occurred about Fri.24.6.

S/Z sets: On Mon.16.5, the 16 30 down Seymour had a 4 car Z set with a CD replacing the ACZ. Consist was

CD2-BRS230-BZ265-BZ269. On Sun.26.6, the 5 car Z set for the 09 20 down *Gippslander* had AE51 as car F. On Thurs.30.6, a 5 car Z set was noted at Spencer St platform 7 at 11 40. Consist was ACZ252-BS209-BRS224-BRS223-BG1 and it formed the 09 30 down *Wimmera Limited* on Sun.3.7. By Fri.8.7, it was reduced to 4 carriages by removing BRS223. On Fri.8.7, a 5 car Z set was noted at Spencer St with only 4 carriages, ACZ253-BRS229-BS205-BS201.

K set: During April, the K set included an AE. On Wed.18.5, it was CP291-AK1-BK1-BK2-AE51.

LH sets: Further to *Newsrail* May 1987, p.132, long BTH and BH cars have 87 seats and long BCH cars have 75 seats giving a capacity of 249 seats for an LH set. After allowing for remarshalling, the set capacities are: 3 car SH set — 180 seats, 4 car SH27/22 — 234 seats, 4 car SH25 — 243 seats, 3 car LH33 — 249 seats and 4 car LH32 — 312 seats. SH24 and LH 33 are allowed 115 km/h.

N sets: Further to *Newsrail* May 1988, p.152, BRN52 was back in set N18 by Thurs.31.3. By Sat.7.5, N3 was running with a BRS instead of a BRN. Set N16, affected by chemicals in a level crossing collision at Nilma in June, was idle through June and July. It was stored on the siding opposite platform 2 at Spencer St. On Sun.19.6, N1 was running with a BRS instead of a BRN. Consist was ACN3-BN2-BRS227.

ACZ252: This carriage was transferred from Bendigo to Melbourne on Tues.29.3, having been repainted grey for use on *The Royal Train*. It was back in Bendigo Workshops shortly after Thurs.28.4, to be returned to V/Line livery. It returned to Melbourne on Sat.4.6.

Repainted passenger cars: Further to *Newsrail* July 1988, p.219, the following carriages can be added to the list of repaints. ACZ255 ex Bendigo Workshops Fri.22.7. VFK273; CP291, 292. 293.

Expo carriages: On Sat.23.7, a LAN sleeping carriage with *Expo Express* stripes was stabled in the former motorail dock at Spencer St.

Works

WEEKLY NOTICES

Brooklyn: On Tues.28.6, boom barriers were added to the flashing light installation at Francis St. The operation of the boom barriers will be automatic for all movements. Trains may be held behind signal posts Nos. 8, 9, 10 and 11, whilst the signal is at the stop position without activating the boom barriers.

Colac: On Tues.21.6, disc signal post No.2 from loco road to main line and the associated 'A' pattern Annett locks and quadrants were abolished.

Dimboola: On Thurs.14.7, healthy state indication lights were provided at the Ellerman St flashing light installation. Yellow whistle posts will be provided to indicate that the crossing is fitted with healthy state indication. The indication will be a white flashing light mounted on the top of a prominent mast. Its operation will indicate to train crews that the operating systems are satisfactory. Should the healthy state indicator not be operating, the driver must inform the train controller. The train controller must immediately advise the signal and communications supervisor for the area.

Frankston: On Wed.29.6, the following alterations took effect:

* Point Nos.15 and 25 were brought into service.
* Pilot lever Nos.14 and 17 were converted to plunger levers.
* Lever Nos.16 and 21 were converted to pilot levers and will be removed at a later date.
* All signals on post Nos.8, 9, 11, 12, 13, 14, 15 and 19 were electrically lit.

Glen Iris: On Sun.10.7, High St level crossing was relocated 10 metres in an up direction.

Glenrowan: On Mon.11.7, all fixed signals at the up end of Glenrowan were electrically lit.

Hamilton: On Mon.27.6, Hamilton was disestablished as an electric staff station, the existing automatic electric staff sections 'Grampians Loop — Hamilton' and 'Hamilton - Miakite Loop' were abolished and replaced with the train staff and ticket section 'Grampians Loop - Miakite Loop'. All fixed signals were abolished, the up and down end plunger locked main line turnouts were abolished and replaced with large staff locks and co-acting small point levers. The double ended Annett locked crossover betweeen Nos.1 and 2 tracks at the down end of the platform was spiked normal. Hinged derails will be provided at both ends of No.2 track. A notice board applying to down trains lettered 'Maximum Speed to Crossing 35 km/h' was erected adjacent to the down home departure signal post No.3, 245 metres in the rear of the Tyres St. PCR.

Maryborough: On Thurs.30.6, the following alterations took effect:

* Signal Nos.12, 14, 22 and 24, crossover Nos.17 and 19 at the down end and the crossover worked from the auxiliary frame at the down end were abolished.
* The Annett locked connections to 'A' track and siding 'C' and the auxiliary frame were abolished.
* New home signals Nos.12, 20, 24 and 26, dwarf signals Nos.14, 18 and 22, and point Nos.15, 17, 19 and 21 were provided and will be worked from the control panel.
* Location Boards lettered 'MARYBOROUGH' were provided 1000 metres on the down side of Nos.24. and 26 home signals.
* Signalling diagram No.10/88 replaced signalling diagram No.10/69.

Murchison East: On Tues.5.7, the main line plunger locked points leading to the Rushworth line were abolished. Signal post No.1 (home signal from Rushworth line) and the right hand signal (to the Rushworth line) on signal post No.3 were also abolished.

Murchison East - Nagambie: On Thurs.7.7, the large type electric staff instruments for the section Nagambie - Murchison East were replaced with miniature type electric staff instruments. A staff balancing magazine was also provided.

Rutherglen - Wahgunyah: On Wed.6.7, the train staff and ticket system between Rutherglen and Wahgunyah was abolished and that portion of line will be worked under siding conditions. The staff lock at Wahgunyah leading to the intercity mills siding was removed and the points converted to WSA operation. A scotch block and notice board were provided 200 metres on the up side of the points and the location board was removed.

Ruthven - Epping: On Sun.19.6, the following alterations took effect:

* The train staff and ticket system between Keon Park - Thomastown and Thomastown - Lalor was abolished and replaced by the automatic and track control system of train signalling on single lines, the single line section being Keon Park - Lalor.
* At Keon Park, home signal post No.KPK 104 was altered to a three position home signal, which will display normal speed aspects only.
* Thomastown was abolished as a staff station. The Annett locked points were secured normal with a point clip and 8P padlock. The point will be renewed at a later date. The existing quadrant levers on the Thomastown platform were removed.
* Pedestrian boom barriers were installed at Settlement Rd, Heyington Grove and Mann's Crossing level crossing.
* Pedestrian gates were installed at Messmate St and Derrick St level crossings.
* Signalling diagram No.23/88 replaced signalling diagram No.15/88.

Sandringham: On Fri.17.6, No.5 track was abolished. No.15 catch points were replaced by derail and wheel crowder. Dwarf signal post No.SHM 918 was converted to a light signal.

Swan Hill: On Wed.13.7, the staff locks on the BP, Caltex and GEB sidings were replaced with Annett locks. Signal post No.F was relocated in up direction to the down side of the Murray Valley Highway. The GEB and Caltex sidings were provided with 'E' pattern Annett locks. The BP siding was provided with an 'F' pattern Annett lock and an 'E' to 'F' pattern Annett key exchanger. The 'E' pattern Annett key is located in the station master's office in a circuit controller and removal of the key will hold signal post Nos.F and G at the stop position.

Wallan: On Wed.22.6, the following alterations took effect:

* No.20 double ended points were abolished.
* Disc signal No.19 and post No.10 were abolished.
* Siding 'B' and the dock track were abolished.
* Levers Nos.19 and 20 were sleeved normal.

On Wed.6.7, switching out facilities were provided.

Warragul 'B' Box: On Wed.29.6 and Thurs.30.6, the following alterations took effect:

* Nos.39 and 40 points were disconnected from the interlocking frame and converted to hand points operated by WSA lever.
* Disc signal Nos.14, 21, 26, 37, 41, 45, 46 on posts Nos.21, 25, 13, 14, 15 and 11 respectively were abolished.
* A new dwarf (light) signal, post No.22, operated by No.37 lever was provided and will control movements from Nos.2, 3, and goods yard tracks to the down line.
* Levers Nos.14, 15, 21, 26, 39, 40, 41, 45 and 46 were sleeved normal.

Wedderburn Junction: On Fri.15.7, Wedderburn Junction was closed. All points and signals were removed and the interlocked frame was abolished.

Werribee - Little River: On Wed.15.6, train order location boards for test purposes only were erected for viewing by crews proceeding on the east and west lines between Werribee and Little River.

WORKS AND SERVICES

Closed lines — North East region: Recent inspection of the area has revealed the following:

* Rails have been removed from the Mansfield line to about 1 km from Mansfield yard, i.e., on the Melbourne side of the saw mill.
* On Wed.6.7, the Cudgewa line was inspected. Bandiana North railway sidings were isolated due to sealing over the tracks at the Murray Valley Highway level crossing. This isolates a number of historical rail vehicles. It is thought the line has been fully dismantled beyond Bandiana stock yards except for the Huon station yards. Short portions of track remain upon which are located a number of railcars, rail tractor and other rollingstock to be preserved by the Tallangatta Valley Railway Preservation Society. At Tallangatta, all signals are still in place but all track has been removed.

Echuca footbridge: V/Line has plans to remove the old railway station footbridge. It wrote to the Echuca City Council asking if there were any objections quoting the bridge was dangerous and would take $10 000 to fix. The Council objected to the removal and the next course of action is up to V/Line.

Unused buildings: Elphinstone and Carlsruhe railway buildings are up for lease by tender. The goods shed at Castlemaine has been leased to become an indoor cricket centre.

Dimboola alterations: The entry vestibule has been enclosed and extended into an adjacent room to give an L-shaped area. It has been carpeted and has a gas heater. The seats are still wooden platform type. The canopy from Murtoa has been dismantled and is being re-erected at Dimboola at the Melbourne end of the station building to provide shelter for passengers changing between train and bus for Adelaide. By the start of July the ornate metal supports were in position.

Seymour alterations: Siding D at Signal box A was abolished from Tues.8.3. The booking foyer has been upgraded by enclosing the entry vestibule and by extending the area into an adjacent space. The booking window has been enlarged and the waiting area has padded chairs and carpet. Historic rail views of Seymour adorn the walls. The original platform toilets remain. Most of the sidings will be eliminated in the Seymour rationalisation plan and the land will be used to provide parking space for Seymour's main shopping street.

Eventually, there will be only three main tracks at Seymour, the two platform tracks (one leading to Shepparton, the other to Benalla) and a holding siding for grain trains. There will be one or two goods sidings on the west side and the existing sidings in the loco depot area.

Tenders: Recent tenders on behalf of V/Line include:

- Purchase and removal of the 80 000 litre overhead water tank and stand located at Ballan railway station.
- Purchase and clearance of unserviceable railway sleepers to be released from the V/Line track between Mangalore (109.2 km) and Toolamba (166.25 km).
- Purchase and clearance of unserviceable railway sleepers to be released from the broad gauge track between Wodonga (300.5 km) and Bowser (Boorhaman Rd 238.5 km).
- Purchase and clearance of V/Line telephone pole line and fittings between Yarrawonga and Oaklands.
- Purchase and removal of rail stockpiles from the Bowser to Everton closed railway line.
- Purchase and removal of the telephone pole line running along the railway between Leongatha and Yarram.

Horsham - Natimuk East: The $4.1 million project to upgrade this line has been delayed by V/Line on the grounds that there is no money available for the project at this stage. It is intended to spend about $6 million on upgrading a light rail line between Mildura and Yelta and on crossing loops on the Mildura line. The Canac Report into grain handling recommended the line be upgraded as each year 65 000 tonnes of grain are transported on it. Tenders were called in November 1987 for the demolition of the line between Natimuk East and Carpolac.

Taildisc

NICKNAMES

Further to an item in Taildisc, *Newsrail* July 1988, Mr A Cook has written as follows:

As far as I'm concerned, the railfans of the 60s and 70s used to affectionately call them 'doggies' whilst the travelling public called them 'dog boxes' usually with an abrupt expletive in front of it. The VR, in all its officialdom, referred to them as 'swing doors'. I have fond memories of the old 'doggies' as I used to travel to work each day in them on the Hurstbridge and Port Melbourne lines. Spartan in comfort but a delight to ride in (as long as you kept your eye on the worn window latches in them). They certainly left the Taits for dead. A Tait was freezing in winter whilst a 'doggie' would be a lot warmer to travel in. Fortunately for the 'doggies', they were removed from service when vandalism was just starting to rear its ugly head.

Mr C White writes: the nickname 'dog box' is quite correct but it is not a purely local term, certainly being used in other Australian state and the UK to refer to any railway carriage having all or at least nearly all seats continuous from one side of the carriage to the other with separate doors to each compartment, as was found on the suburban swing door stock. This would not refer to say the V class cars or a lot of the fixed wheel carriages which had perimeter seating. The V class cars, of course, for the most part did not have perimeter seating but had a corridor. Some V class cars had perimeter seating in the smoking saloon. Saloon cars with end platforms and centre aisles were generally referred to as 'American Cars'.

ODD SPOT

The Hughesdale (Vic) Beautification Committee has drawn up a plan for improvement to the Hughesdale shopping centre which includes some attractive brick paving for pedestrians to cross the railway line. They wrote to the Minister of Transport requesting permission to do the paving which would improve the railway station environs at no cost to the railways.

They were astonished to be told they would have to pay an upfront charge for rent for the land used. This makes the proposition unviable. (*Caulfield Contact*, 30.6.88)

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The meeting dates for the rest of the year are:

Thursday, 29 September
Monday, 31 October
Tuesday, 13 December

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Preservation

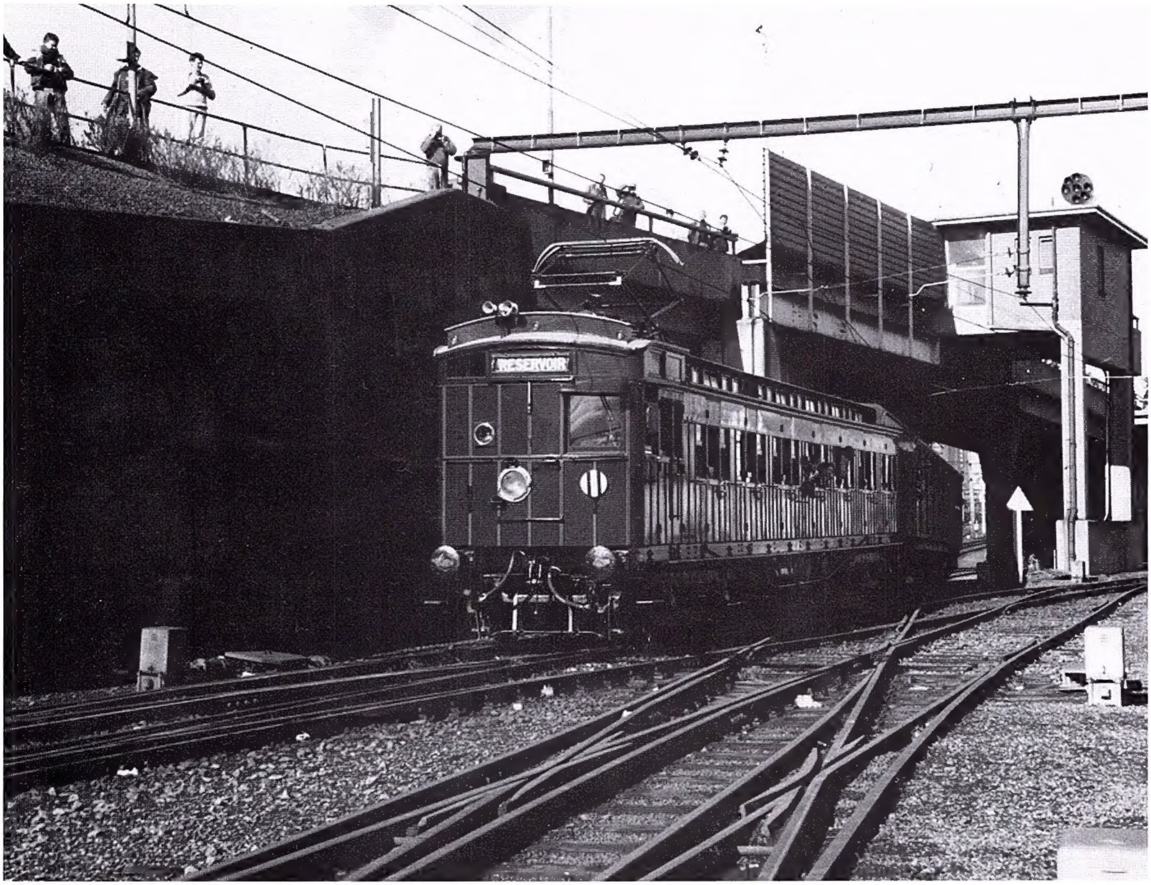
Puffing Billy Preservation Society: Recent news from the society is set out hereunder:

* Volunteer restoration work on Beyer Garratt G42 commenced on Sat.2.7. Work costing $300 000 has already been undertaken on this loco but this has been either by commercial contract or by the CEP scheme. With the completion of restoration of the Climax loco, workshop space is now available for volunteer restoration work on the Garratt to commence in earnest.
* On Sat.18.6, after six years restoration work, Climax locomotive class B number 1694, moved under its own steam for the first time in 38 years. It is believed there are only three other operating Climax locos in the world out of a total of about 1100 built.
* The Puffing Billy railway was closed to all traffic between Belgrave and Menzies Creek on Mon.18.7. The closure was to enable work to be carried out on the trestle bridge over Monbulk Creek. The bridge is being lengthened by one span in the down direction and the road surface lowered by two metres. It was planned to reopen the bridge for weekend traffic on Sat.13.8, and for midweek traffic from Mon.5.9. The road lowering part of the project will not commence until the next financial year.

During closure, services were run from Menzies Creek to Lakeside utilising the servicing facilities constructed at Menzies Creek during a previous closure for bridgeworks. An interesting sidelight of the closure was the fact that the Belgrave yard limit was extended towards the trestle bridge during the closure to allow for test running of the Climax.

Electrified sidings special: On Sat.23.7, the ElecRail division of Steamrail ran a tour with 327M-341T-107M. The tour commenced at Newport and picked up passengers at Spencer St at 11 50. It proceeded via the Flinders St platform 1 centre to Glen Waverley then back to Flinders St platform 9. At Viaduct Junction the special diverted onto the goods lines then turned into east yard, traversing two different tracks. The hump avoiding track was taken and the inner goods lines to Weighbridge Junction. Rejoining the passenger lines at South Kensington the tour continued to Williamstown then back to South Kensington and the outer goods lines to Viaduct Junction and Flinders St platform 9. The afternoon concluded with a run to Alamein, returning to Newport. The various goods lines were greased especially for the special and the driver was given training in Taits on a greasing run to Warragul.

The ElecRail tour train pauses for photos under Hump line during the Sat.23.7.88 tour. (Stephen Molloy)



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